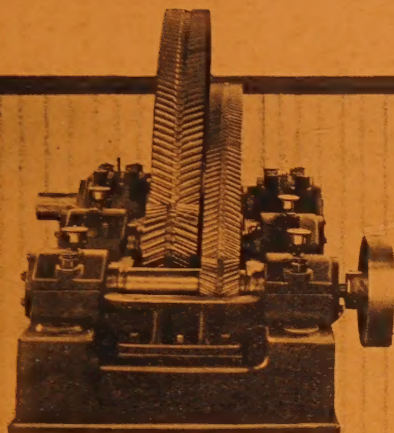
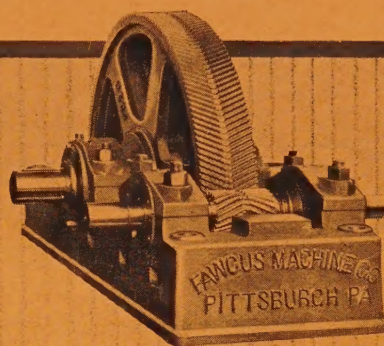


GRAIN DEALERS JOURNAL

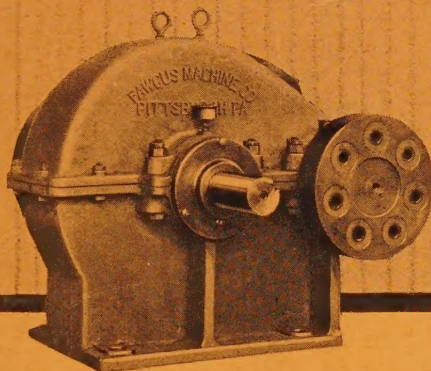
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PORTLAND, ORE.....Coast Steel Machinery Co., 1 Porter St.
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CHICAGO, ILL.....Hodgart & Co., Peoples Gas Bldg.



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Closed Cab \$20 extra

Ford

CARS TRUCKS TRACTORS

Ford Trucks May Be Purchased On Our Weekly Purchase Plan

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Beasley Grain Co., J. N., grain and seeds.
Great West Mill & Elevator Co., millers, grain dlsrs.*
Kearns Grain & Seed Co., grain, field seeds.*
Kenyon Grain & Seed Co., grain and hay.
Stone, Lester, grain merchant.*
Strader Grain Co., U. S., grain, seed, feed.*

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants*

BALTIMORE, MD.

Chamber of Commerce Members.
Beer & Co., Inc., E. H., grain, hay, seeds.*
Hammond, Snyder & Co., Inc., receivers, exporters*
Lederer Bros., grain receivers.*

BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.*
Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.
Basil Burns Grain Corp., grain merchants.
Globe Elevator Co., receivers and shippers.
Grain Marketing Co., grain merchants.
McKillop, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Quisenberry Feed Mfg. Co., "Quality Feeds."
Ratcliffe, S. M., commission merchants.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain and feed.*
Townsend Ward Co., The, consignments.*

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Board of Trade Members.
Halliday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Wilder-Murrell Grain Co., track buyers grain and seeds.*

CHICAGO, ILL.

Board of Trade Members.
Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Hardware Co., grain commission.*
Chicago Grain & Salvage Co., salvage grain.
Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
Dole & Co., J. H., grain and seeds.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell commission, grain and seeds.
Hulburd, Warren & Chandler, stocks, bonds, grain, etc.
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.*
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
Thomson-McKinnon, members leading exchanges.

CINCINNATI, O.

Grain & Hay Exchange Members.
Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers and shippers.
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers and shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*

*Members Grain Dealers National Association.

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

CROWLEY, LA.

Lyman, C. W., broker corn, oats, feeds, hay.

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Kellogg Grain Co., O. M., receivers and shippers.
Farmers Union M. & E. Co., millers, grain mchts.
PHELPS Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., The, wheat, corn, oats, rye, barley.*

DES MOINES, IA.

Board of Trade Members.
Lockwood, Lee, broker.

DETROIT, MICH.

Board of Trade Members.
Caughy-Jossman Co., grain and field seeds.*
Lapham & Co., J. S., grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*

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Board of Trade Members.
White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

FORT DODGE, IOWA.

Christensen, George, grain broker.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Bewley Mills, flour milling.
Burrus Mill & Elevator Co., flour milling.
Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Gladney Grain Co., consignments.
Grain Marketing Co., grain merchants.*
Kimball Milling Co., millers and grain dealers.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Morrow & Co., Jos., grain and cotton.
Rogers Co., E. M., strictly bkg. and consignments.*
Service Grain & Comm. Co., bkrs. consgmts., cash gr.
Smith Bros. Grain Co., consgmts-merchants.*
Terminal Grain Co., grain, hay, millfeed.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice, b/p.*

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Board of Trade Members.
Collingwood-Moore Grain Co., receivers and shippers.
Hutchinson Grain Co., mill orders.
McReynolds, A. G., grain merchant.
Southwest Grain Co., consignments, country run grain.

INDIANAPOLIS, IND.

Board of Trade Members.
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Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Malbucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, mlo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Commission Co., consignments.
Lichtig & Co., H., kafir, mlo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Scouler Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Udpike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Feed Co., corn, mixed feed.

LITTLE ROCK, ARK.

Grain Exchange Members.
Farmer Co., E. L., brokers, grain and millfeed.*
Gordy Co., C. L., grain brok., hay, grain and mill feed.
Wilson, John R., brokers-grain and mill feeds.

LOUISVILLE, KY.

Board of Trade Members.
Callahan & Sons, receivers and shippers of grain.*
Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.
Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.
Franke Grain Co., The, grain and feed.
Froedtert Grain & Maltng Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
LaBude Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs., grain and seed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.
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Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.
Hiawatha Grain Co., screenings.*
Malmquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

NEW YORK CITY.

Produce Exchange Members.

Abel, Joseph A., grain broker.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Acme Milling Co., millers & grain dealers.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Mashburn-Mullin Grain Co., grain and feeds.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., consignments.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyag Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

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Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*
Niedorp Grain Co., buyers-sellers of corn.*

SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr. hay, grain, seed.*

ST. LOUIS, MO.

Merchants Exchange Members.

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Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*
Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*

ST. LOUIS, MO. (Continued.)

Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs of select milling wheat.

SIDNEY, OHIO.

Chambers, V. E., wholesale grain.*
Custenbolder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

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Board of Trade Members.

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De Vore & Co., H. W., consignments, grain, seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

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Beyer Grain Co., grain merchants.*
Blood Grain Co., I. D., receivers and shippers.
Harold Grain Co., J. R., consignments, mill orders.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Stevens Scott Grain Co., receivers and shippers.
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The Ady & Crowe Mercantile Co.

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Farmers Union Mlg. & Elev. Co.

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E. A. Grubbs Grain Co.
BUYERS—SHIPPERS
Wheat—Corn—Oats
Established 1884 Greenville, Ohio

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

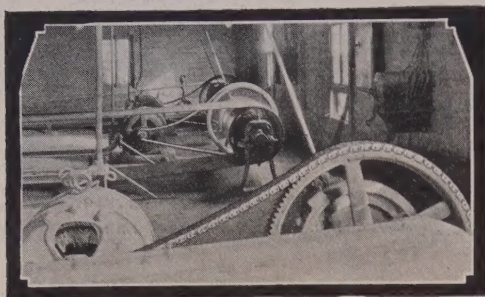
L. W. FORBELL & CO.
Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS
Consignments Solicited
340-342 Produce Exchange, NEW YORK, N. Y.

E. H. BEER & CO., INC.
Successors to
Chas. England & Co., Inc.
GRAIN—HAY—SEEDS
Commission Merchants
308-310 Chamber of Commerce, Baltimore

SHIP US YOUR CORN, OATS AND WHEAT
Regardless of its condition. We operate the Superior Elevator
equipped with all modern machinery for handling grain.
PRATT & CO., Operators of Superior Elevator
910 Chamber of Commerce Buffalo, N. Y.

Simplicity Plus 98% to 99% Efficiency

Three 25 H. P. Drives operating under very dusty conditions in Hales Elevator, Riverdale, Ill.

**Flexible Production!**


Few plants operate on an unvarying production basis. Hence the general trend toward unit drives to obtain flexible production.

Theoretically flexible production means operation of any complete fractional part of the plant's system without increasing the production cost. This can never be realized, in whole or part, so long as overhead and counter-shafting is endured.

Viewing Industry as a whole, power is only second in cost to labor among the essentials that go to turn the raw material into finished product. Power must be conserved. Unnecessary loads and friction must be banished forever.

Unit drives eliminate the idling, the costly installation and expensive breakdowns of overhead shafting. American High Speed Chains break the grip of friction and transmit 98% to 99% of the power applied. That efficiency is constant, too.

Write for Catalog

AMERICAN
HIGH SPEED CHAIN CO. 
Indianapolis, Ind.
New York, 50 Church St.
Chicago, Monadnock Block

Simplicity Plus 98% to 99% Efficiency

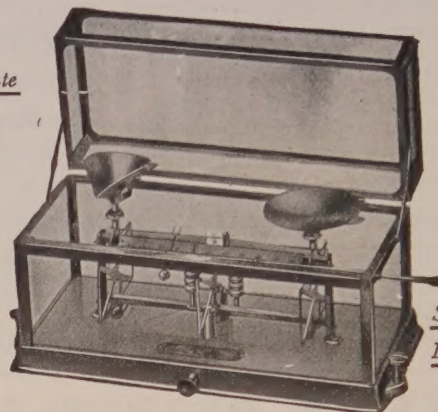
Extensively used by U. S. Dept. of Agriculture, Federal and State Grain Inspection Departments, Grain Trade, etc.

Grain Testing and Arbitration Scale No. 5055

For determination of percentage of damaged kernels; foreign material other than dockage; wheat of other classes; acidity test of corn, etc.

Accurate

Rapid



Sensitive
Durable

No. 5055

TORSION BALANCE CO.

New York Chicago San Francisco

Abreast of the times

Grain dealers who keep abreast of the times know what the millers who buy grain are thinking and doing. This information can best be obtained by reading

THE MILLERS REVIEW
and
DIXIE MILLER
Atlanta, Ga.

A MONTHLY JOURNAL DEVOTED TO MILLING, FLOUR, GRAIN

Sample copies to interested parties upon request

43 years young; subscriptions \$1.00 a year

Grain Door Chopping Ended !

It's no longer necessary to chop your way into a car of grain! This tool **pushes** the doors in quickly and easily—entire sections at a time, without breakage. The

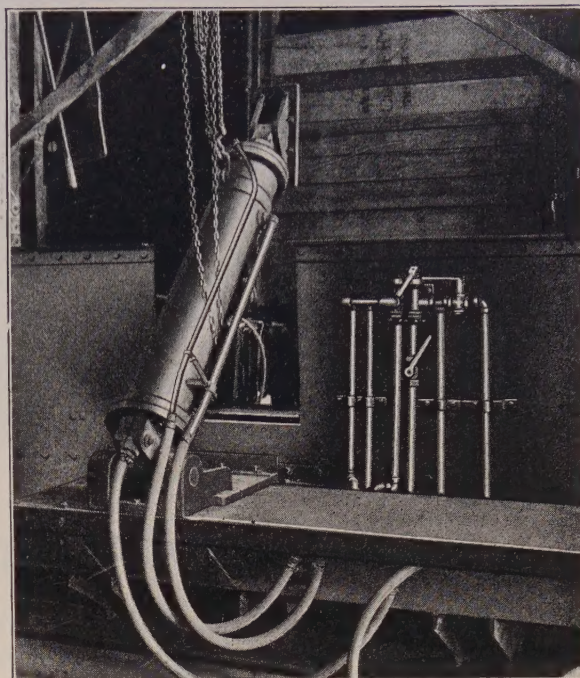
PETERSON *Pneumatic* Grain Door Remover

does in two minutes what it formerly took two men to do in 15 minutes to half an hour. With 100 lbs. air pressure it exerts 6000 lbs. pressure on the door. Surplus air available for cleaning, signalling, etc. **Many large elevators have found that the Peterson soon pays for itself in saving time and reducing unloading costs.**

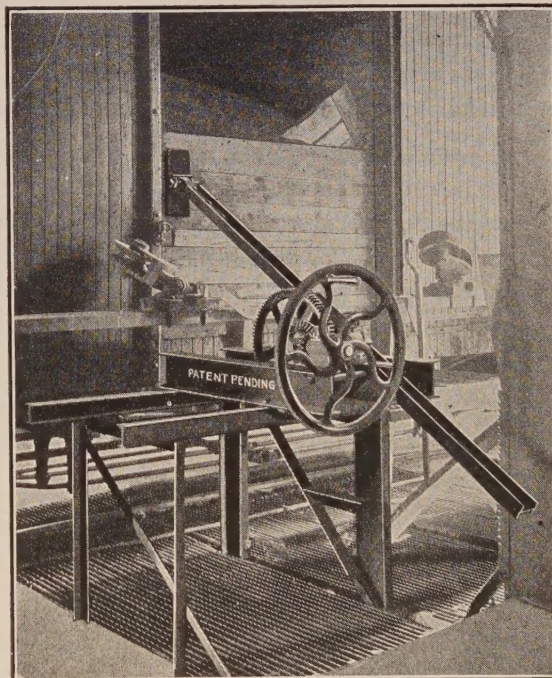
PANK Grain Door Remover

This simple, powerful tool costs less than any similar machine on the market. Turning the flywheel develops all the pressure needed to open any door or entire section. Installed in either new or old elevators.

Write for our special catalog on grain door removers.



Peterson Grain Door Remover, Manufactured Under License



Pank Grain Door Remover

Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.

Mimeapolis Minn.

Great Falls Mont.

In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg





The telephone door

More people enter our homes and offices by telephone than in person. Through the telephone door, traveling by wire, comes a stream of people from the outside world on social and business missions. Important agreements or appointments are made, yet the callers remain but a few seconds or minutes and with a "good-bye" are gone. We go out through our telephone doors constantly to ask or give information, buy or sell things, make personal calls and on dozens of other errands.

None of the relations of life is more dependent upon co-operation and mutual consideration than these daily millions of telephone journeys. It is the telephone company's part to furnish the means of calling and to place courteous and intelligent employees at the service of the public. Good service is then assured when there is a full measure of co-operation between users.

Only by mutual care and consideration can everyone enjoy the full pleasures and benefits of calling. Telephone courtesy is for the good of all who use the telephone door.



AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES
BELL SYSTEM
One Policy, One System, Universal Service

CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G.
N. P. BOWSHER CO., SOUTH BEND, IND.

10,000 SHIPPERS
Are now using

**TYDEN
CAR SEALS**

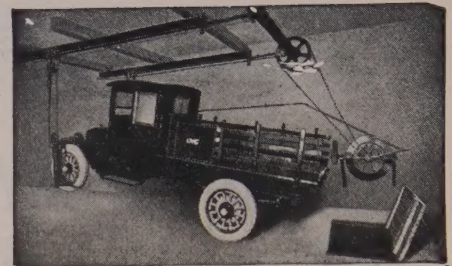
Bearing shipper's
name and consecutive
numbers.

Prevent
CLAIM LOSSES

Write for samples
and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.



McMillin Wagon & Truck Dump

Prepare to handle any style or length wagon that may come to your elevator, as the farmers are each year using more of the long coupled wide bedded wagons.

The McMillin dump handles any length wagon or truck, and they can be raised to any slope, even sufficient to discharge grain from the rough wagon beds without the necessity of getting in the bed and kicking or raking it out.

It will dump any length vehicle into one dump door. By extending the track the one device will dump into several dumps in a line in the driveway. Few, if any, changes required in your driveway as it has no connection with driveway floor.

All dumps equipped for operating by hand or power.

Two Horse Power Motor or 4" belt from other machinery is sufficient.

Address

L. J. McMILLIN
525 Board of Trade Bldg.,
Indianapolis, Ind.

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

**THE KENNEDY CAR LINER &
BAG COMPANY**

SHELBYVILLE, IND.

Canadian Factory at Woodstock,
Ontario

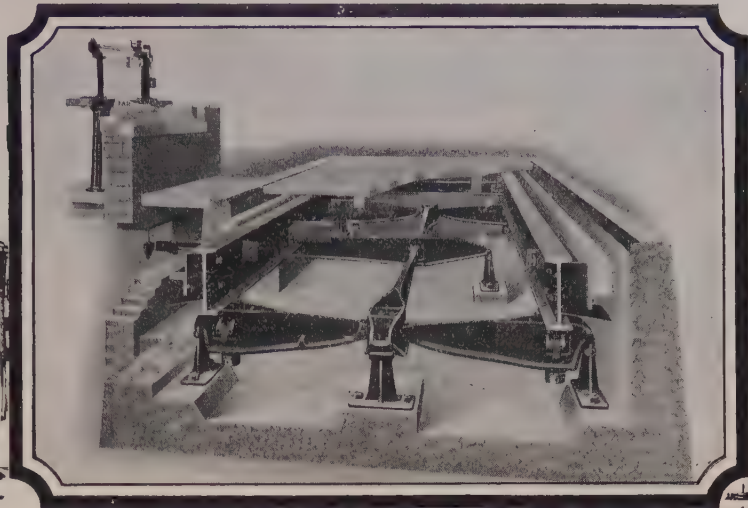
Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.





Note the heavy track scale construction

Enter the auto truck-- exit the "wagon scale"

Perhaps your scale is one of the many "wagon" scales that did a good job before the trucks began to line the highways and present a new weighing problem.

If so, right now is the time to put your faithful old scale on the pension list—before it fails under a load it was *not built to stand*.

There is no comparison between the weighing of wagons and the weighing of motor trucks. The added shock on the scale is due, not only to increased weight of the auto truck loads, but also to the greater impact on the scale platform and the multiplied strain on the scale members that results from the concentration of load on the rear axle of the truck.

To meet this new weighing problem with a scale that would be equal to the heaviest strains that could be imposed now or in years to come, it was neces-

sary to depart entirely from the former "wagon scale" construction principles.

This has been effectively done in the Fairbanks Type "S" Scale by using the same basic design that for many years has been employed in Fairbanks Track Scales and large Hopper Scales—a design that has proved equal to a service that is *more strenuous* than the weighing of motor trucks.

When you install this tested scale to weigh the truck loads of grain that you buy or sell, you are permanently assured of accurate measure, full profit and a satisfied trade. There will be no chance of failure at the peak of the season and the scale cannot fail to impress the whole community with your progressiveness.

One of our engineers will be glad to show you the many advantages of the Type "S." The coupon below brings your copy of the interesting booklet, "A Talk on Scales."



This book traces the development of scales up to the perfected Fairbanks Type "S." The coupon brings your free copy.

FAIRBANKS SCALES

NEW YORK
Broome and Lafayette Sts.

CHICAGO
900 S. Wabash Avenue

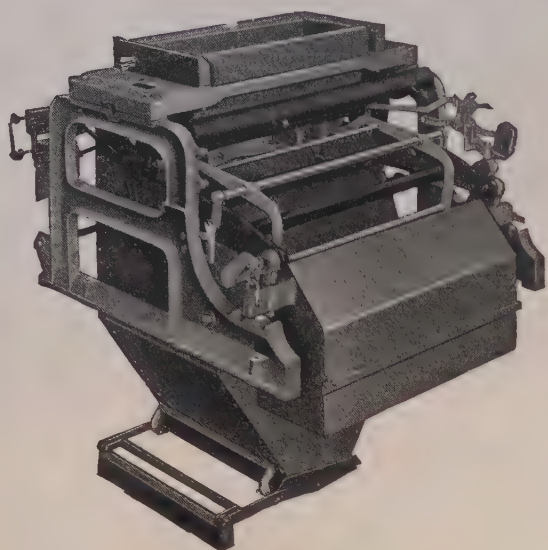
And 40 other principal cities in the United States,
each with a service station.

(Mail to office most convenient)

Fairbanks Scales, Dept. S-C-9,
Broome and Lafayette Sts., New York
900 S. Wabash Ave., Chicago.

Gentlemen: Please send your booklet, "A Talk on Scales," also Type "S" specifications to

Address

1/54 of 1% ACCURATE!**OFFICIAL WEIGHTS!**

The Richardson Automatic Grain Shipping Scale at St. Louis is weighing under official supervision and the results have been accurate within 1/54 of 1%! Nine carloads taken at random (729,000 lbs.) show an error of only 135 lbs.!

Install a RICHARDSON Fully-Automatic Scale in YOUR elevator. Thousands in use all over the country.

*Claims are paid
When Richardson-weighed*

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DIXON'S SILICA- GRAPHITE PAINT

for the economical protection of all exposed metal or wood work.

It is immune from attacks by acids, alkalies, gases, and fumes. Impervious to water and not affected by heat or cold.

The longevity of Dixon's paint is due to the wear-resisting pigment,—flake silica-graphite, and the vehicle, boiled linseed oil.

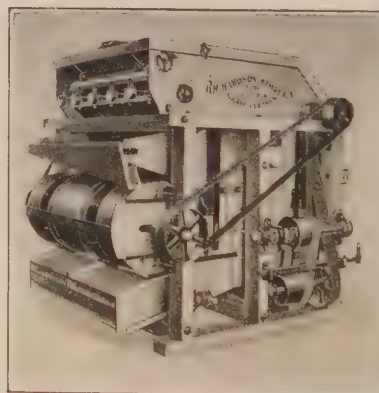
Write for long service records and Booklet 15-B.

JOSEPH DIXON CRUCIBLE COMPANY

Jersey City, N. J.



Established 1827



THE RICHARDSON "Simplex" Cleaner and Separator

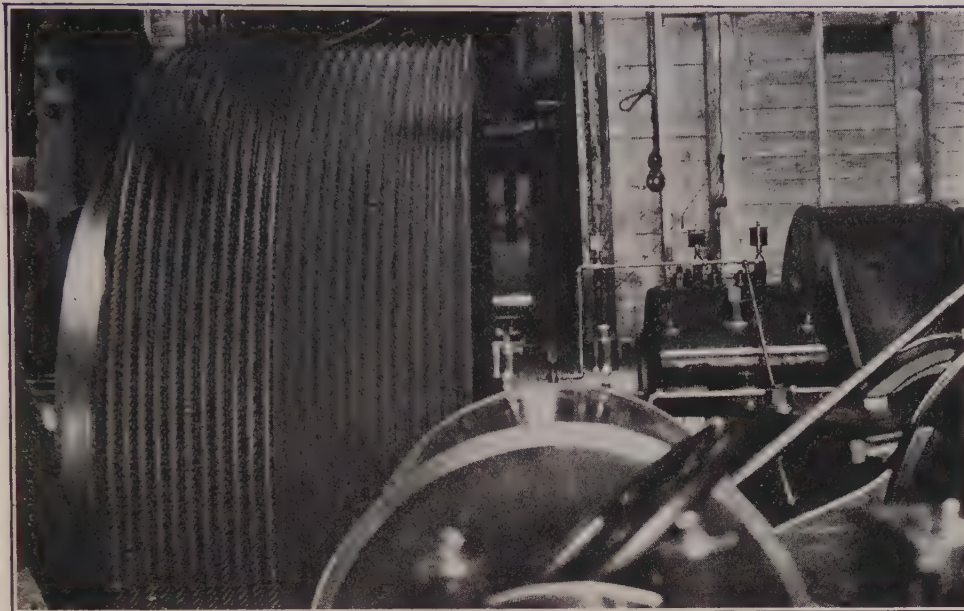
for use in country and terminal elevators, embodies every essential feature of any and all cleaners and separators, and has many additional features not to be found on any competitive machine.

Wm. Haack, Mgr. Farmers Co-op. Ele. Co., Litchville, N. D., says:

It does far the best work of any Cleaner I have ever seen, it has a large capacity and is a **clean machine to work around**, there is no dust and dirt coming from it out into the room making a dirty mess around the Cleaner and filling your lungs with dust and dirt, it is an entirely different machine from the dirty, dusty man-killing kind of Cleaners I have used before.

Let us tell you more about this cleaner.

RICHARDSON GRAIN SEPARATOR CO.
1179 15th Ave., S. E. Minneapolis, Minn.

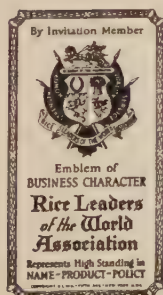


Anticipation of Future Requirements

When installing a rope transmission system, provision may be made for future increase of power by having a few extra grooves on the driving sheave. These may be utilized as the demand for additional power increases. By this method complete replacement of expensive gears, pulleys, etc., is not necessary as would be with other systems.

Columbian Transmission Rope

on any drive is definite assurance of a constant distribution of power, which will keep the wheels turning day in and day out for years. Such service warrants your giving it a trial when you are again in need of Transmission Rope.



Columbian Rope Company

Genesee Street

Auburn, "The Cordage City" New York

Branches: New York Chicago Boston New Orleans





We build our chain feeders to deliver the capacity of the U. S. sheller which is sufficient endorsement of durability and capability.

Get Your Grain In—And The Farmer Out—In a Hurry. The Cost Is No More

Here is your combination for speed and insurance against the costly "Choke-up."

The U. S. Chain Conveyor and Feeder
The U. S. Pitless Corn Sheller
The U. S. "V" Type Elevator Bucket



The "V" bucket completes a U. S. Sheller installation by giving the increased elevating capacity required. Manufactured in all sizes with dies stamping the bucket at one operation from a single sheet of metal.

Priced accordingly.

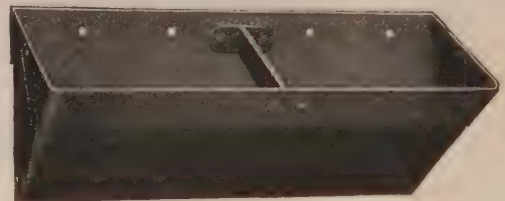
Statement by Owner

"The U. S. Sheller has devoured everything from cog wheels to 40 feet of drag chain and seems to like it. Leaves the cobs cleaner and in better size than other shellers we are operating."

Constant XX Century Corporation

Manufacturers of Grain Elevator Equipment
and XXth Century Flour Mills.

BLOOMINGTON, ILL.



Grain Mktg. Co.
Chicago
Northrup-King Co.
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Plants
B. & O. Elevator
Baltimore
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We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

Write us for particulars.

Cyclone Blow Pipe Co.

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A CAR-MOVER WITH THE "PUSH"

Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis.

Look for the word "New Badger" -- it identifies our product



SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

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GENERAL OFFICES:

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MINES:

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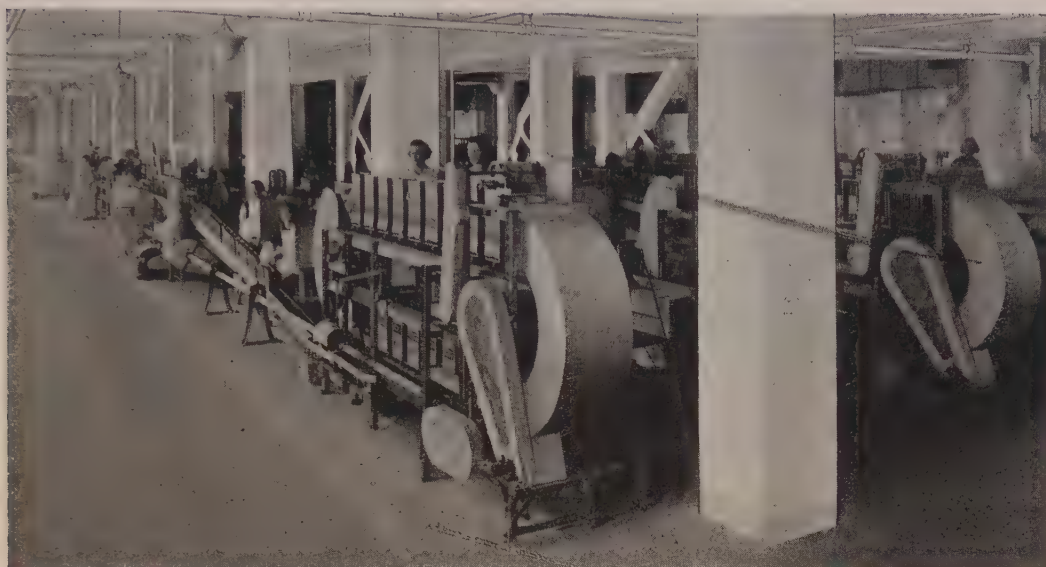
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F. W. Lewis
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MORSE



DRIVES



Morse Silent Chain Drives in Packaging Department of Postum Cereal Co., Inc., Battle Creek, Mich.

Dependable Power

Flexible as belts, positive as gears, more efficient than either. Run slack on short or long centers thus absorbing shocks, guarding motors and machines from injury. Friction loss less than 1½%. From ¼ H. P. to 5,000 H. P. Speeds from 6,000 to 250 RPM. or slower.

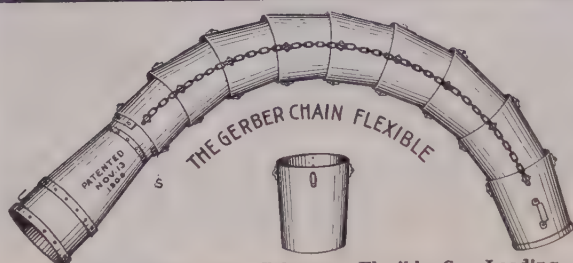
Morse Chain Company, Ithaca, N. Y., U. S. A.

ATLANTA, GA.
BALTIMORE, MD.
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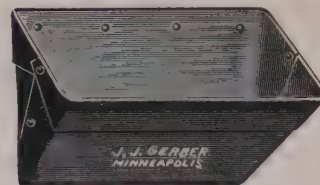




Gerber 4-lug Chain Telescope Flexible Car Loading Spout; either round or square head.

GERBER

Grain Elevator Equipment



Minneapolis "V" Elevator Bucket

The time is drawing near when you will overhaul your old elevator or build a new one. When buying equipment order from Gerber.

Our New Gerber double and triple distributing spouts are the only practical spouts for elevator legs of two or three stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin. You have full control of your distributing. All spouts are operated from working floor.

We manufacture the best "V" bucket made. You can greatly increase the capacity of your legs if equipped with "V" buckets.

Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog.



New Gerber Double Distributing Spout; with or without steel spout frame; also made for single and triple leg.

James J. Gerber

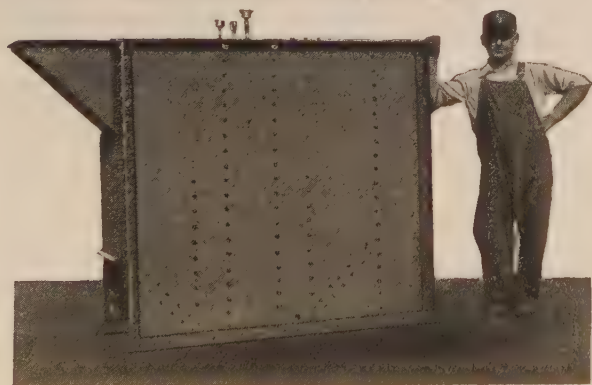
128 Sixth Ave. South
Minneapolis, Minn.



The Gerber No. 2 Distributing Spout.

MONARCH SHEET METAL EQUIPMENT

Monarch Made Is Well Made



For Grain Elevators

This boot is but a sample of the work we are daily fabricating in our large and modernly equipped sheet metal shop.

Spouting, hoppers, bin bottoms, tanks, elevators, gratings, in fact, all kinds of grain handling equipment can be made to your specifications promptly. The quality of work done must meet your expectations.

It will be to your interest to submit your requirements to us for estimate. It costs you nothing.

SPROUT, WALDRON & CO., 1103 Sherman St., Muncy, Pa.

Chicago Office
9 S. Clinton St.

Kansas City Office
612 New England Bldg.

The Monarch Mill Builders

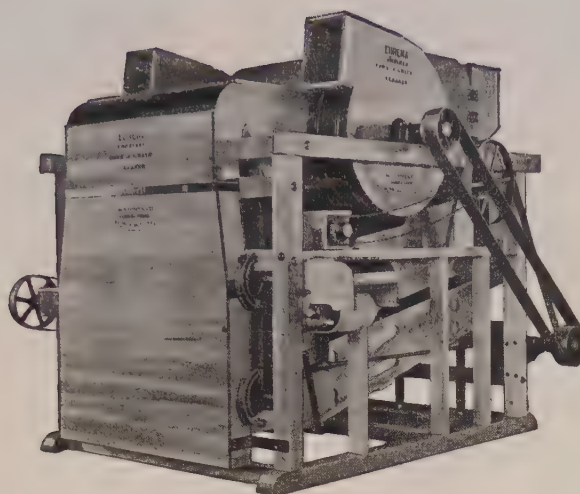


DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



"Eureka"—"Invincible" Grain Cleaning Machinery



Notice the two air regulating valves in the rear suction trunk — one for corn, the other for small grains.

"Eureka" Combined Corn and Small Grains Cleaner

For handling corn with cobs direct from the sheller; also to reclean corn, wheat, barley, oats and other grains without changing screens. The change from one kind of grain to the other is made by turning a valve which diverts the grain to the sieves it is desired to use.

Concerning this machine an Indiana customer writes thus:

"In July, 1919, we purchased from your Company a Combined Cleaner for Corn and Cobs and Small Grains. We have used it nearly every day since that time, and are highly pleased with the results. Your machine has been used under very exacting conditions in our elevator, changes from one kind of grain to another being necessary all the time, and sometimes changes have to be made after each load, but your Cleaner has always done the task before it to our utmost satisfaction. Before we installed yours we had a Combined Cleaner of another well-known make, but it did not handle all kinds of grain satisfactorily. We spent considerable time and money trying to get it to work as we desired, but even expert help from the factory could not obtain the cleaning results we wished for. In sheer disgust we discarded the machine and installed your Combined Cleaner, which has worked perfectly, much to our delight and to the great satisfaction of the manager of our plant. We unqualifiedly recommend your Eureka to those who have a really difficult cleaning problem on their hands, feeling sure that your Cleaner will take care of them in fine shape."

If you are interested, we suggest that you write for our Special Bulletin No. 82.

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1429 Allston St.,
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S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C. 3, England.

Kewanee

All Steel Truck Lift

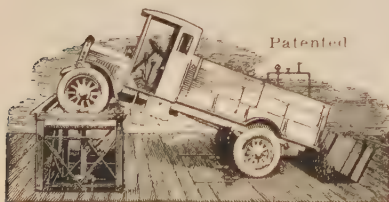
Ask Elevator Contractors

Ask your elevator contractor what truck-dumping device he would install in an elevator he was building for himself. Ten to one he would say "Kewanee." Try it and see. The following are a few of the reasons why.

A Kewanee reaches the job completely assembled. It's not a device that must be put together after it arrives. All assembling work is done in our plant—and we know before any lift is shipped that it will work right, "right off the bat."

It's all steel and as husky as a steel bridge. And instead of the cheaper welded tank furnished with many lifts you get a heavy riveted steel air receiver.

And while the Kewanee sells because of its high quality it is a matter of known fact that it actually costs less installed than most other reliable devices.



NOTE: There's no freight saving in buying a knocked down device. The Kewanee reaches you completely assembled. That saves you time and money

Kewanee Implement Company

Kewanee, Illinois

Southwestern Distributors
Fairbanks, Morse & Co., Kansas City, Mo.



DREADNAUGHT FEED GRINDER

WELL
KNOWN

WELL
LIKED

Orders Seventh Dreadnaught

Our Motor Type DREADNAUGHTS at Bay Port, Caseville and Gagetown, as well as our belt driven DREADNAUGHTS at Gilford, Pigeon and Fairgrove are very satisfactory.

We investigated other makes of grinders this spring and have decided on another 24" Motor Type DREADNAUGHT for our Elkton station. Please ship at once.

WALLACE-MORLEY COMPANY

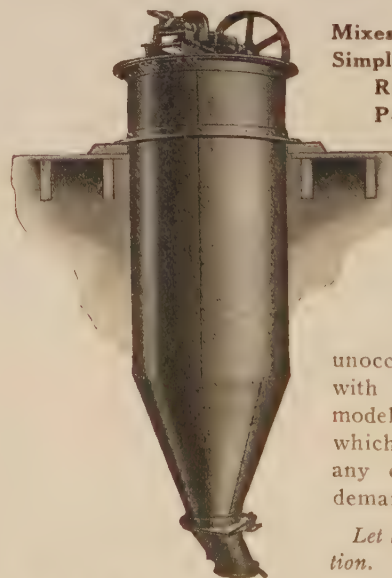
Bay Port, Michigan
June 26th, 1925.

H. E. Henne.

BRYANT ENGINEERING COMPANY

PORT HURON, MICHIGAN

UNIQUE VERTICAL BATCH MIXER



Mixes Quickly and Thoroughly
Simple to Install and Operate
Requires Little Power
Positively Cleans Itself

Here is a feed mixer that will efficiently and economically turn out well mixed soft dairy feeds and scratch grains for poultry—one that can be placed in any unoccupied corner of your plant with very little expense for remodeling or installing; and which is always ready to mix any class of feed your trade demands.

Let us send you complete information. Write for Bulletin No. 32.

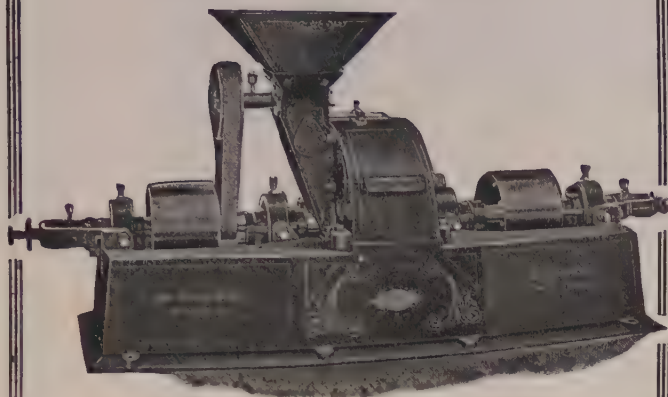
ROBINSON MFG. CO.

42 Robinson Bldg.

Muncy, Penna.

CHICAGO OFFICE—111 W. JACKSON BLVD.

The "HALSTED" HAS NO EQUAL



No Seal Rings
Scientific

Positive Feed
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.

Incorporated

SYRACUSE, N. Y., U. S. A.

In a Class by Itself!



Mand by
THE BOSSERT
CORPORATION
Utica, N. Y.

The "Jay-Bee" Standard CRUSHER · GRINDER · PULVERIZER Meets Your Every Requirement

The best mill made for grinding anything that grows to any degree of fineness—oats, fine to superfine—whole wheat to whole wheat flour—bran to the fineness of middlings—screenings pulverized to lose their identity—alfalfa hay to alfalfa meal.

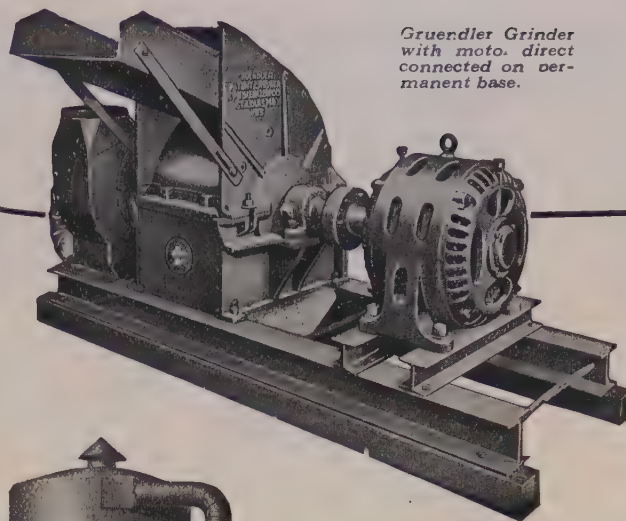
Lowest Power Consumption with Largest Profitable Capacity

Minimum floor-space required—small installation cost—lowest upkeep. Styles and sizes to meet every requirement. Write for full description and prices.

J. B. SEDBERRY, Inc. 132 Hickory Street
UTICA, NEW YORK

Chicago Office, 817 Exchange Avenue, Chicago, Ill.

**Eliminates
competition of
old type mills
—will increase
trade on your
entire line—
develops new
business—more
and better custom
grinding!**



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with moto. direct
connected on per-
manent base.



**Grind All Grains
at Greater Profit
With—
The
Gruendler**

Belt Driven Grinder,
complete with cy-
clone and two way
sacker spout.

Mills and feed grinders find the
Gruendler Whirl Beater cheap to
operate because of its vast capacity
with minimum power; and the
greater variety of uses to which it
can be put.

THE Gruendler is the one grinder on the market today which really handles oats and oat hulls in a satisfactory way.

This grinder utilizes the Swing Hammer method. Over a million cutting blows a minute. Metal and sand trap prevents harsh foreign substances such as volts and nails from entering machine. This feature gives it high endorsement by fire insurance underwriters. No metals clash. There is no friction to produce heat. Every ounce of power is used to grind or crush the substance fed to it by the automatic feed.

30 Days Trial

It is to your interest to put this versatile grinder to work for you—it will take care of all your needs at less expense than any similar machine. The Gruendler is sold on 30 days trial. It proves its worth to you or you are not out one cent.

Send for free details. The sooner you learn of it the quicker you begin to save money and to get better grinding results.

GRUENDLER PATENT CRUSHER & PULVERIZER CO.

948 North First Street, St. Louis, Mo.

SALES REPRESENTATIVES

Max Mosher, Room 403.....1269 Broadway, New York
Geo. B. Wilson & Co.....308 E. 3rd St., Los Angeles, Calif.
John R. Gray Co.....726 Harrison St., San Francisco, Calif.
Tri-State Machinery Co., 308 Washington N., Minnea'pls, Minn.
Louis Silver.....2035 N. Meridian, Indianapolis, Ind.
R. J. Roath.....West 922 Riverside, Spokane, Wash.
A. D. Allen.....615 E. Mississippi, P. O. Box 773, Ada, Okla.
V. M. Fuller.....700 S. Bluff, Clinton, Iowa
R. V. Fox.....Box 75, Jonesville, Mich.
J. H. Heckman.....725 Live Stock Exch. Bldg., Kansas City, Mo.



Enduring Satisfaction with Webster Grain Handling Equipment

When you provide Webster grain handling equipment for your elevator you get a service of known value. You are not speculating on unusual, untried construction features of questionable durability and operation.

For nearly half a century Webster grain handling equipment has made

good in the large terminal houses and country elevators. Mechanically correct in design and dependable in operation, built for years of hard service,—that means lasting satisfaction.

Webster engineers will gladly consult with you on your grain handling problems.

THE WEBSTER MFG. COMPANY

4500-4560 Cortland Street

CHICAGO

WEBSTER INGLIS LIMITED., Toronto, Ont.

WEBSTER

GRAIN ELEVATOR BUILDERS

Better Elevators

We have been building up-to-date elevators for 40 years and are prepared to build country elevators in wood or concrete at a reasonable cost. An inspection of any of the numerous plants which we have built will convince you that they are arranged so as to utilize all space to advantage and to facilitate operation with a minimum expense of power and labor. If you are interested in having such a plant, write us.

Reliance Construction Co.

Board of Trade Indianapolis, Ind.

YOUNGLOVE CONSTRUCTION CO.

Grain Elevators, Transfer Houses
and Coal Pockets
Wood or Concrete

Concrete Pits that ARE Waterproof

418 Iowa Building - Sioux City, Iowa

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

L. W. Ledgerwood, Sec.
A. E. Owen, Supt. Cons.

Southwestern Engineering Company

Designers and Builders of
**MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS**
SPRINGFIELD, MO.

C. T. Stevens

C. E. Roop

C. B. Barutio

Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
319 BUDER BUILDING ST. LOUIS, MISSOURI

MACDONALD ENGINEERING CO

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
San Francisco Chicago New York Toronto

CRAMER BUILT

is the mark designating the best in Grain Elevator Construction at normal prices
W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

S. E. DYSON

643 N. 4th St. Springfield, Ill.

Contractor and Builder
Grain Elevators

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and Information promptly furnished

★ ★ **Wichita, Kansas** ★ ★

WANT A JOB?

Advertise in the "Situation Wanted"
columns of the Grain Dealers Journal.

GEO. A. SAATHOFF

*CONTRACTOR and
ELEVATOR BUILDER*

Mayer Hotel Peoria, Illinois

HORNER & WYATT

Designers of
**Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.**

Preliminary Sketches and Estimates,
Valuations and Reports.

New Board of Trade, Kansas City, Mo.

A. F. ROBERTS

**ERECTS
FURNISHES**

ELEVATORS
CORN MILLS
WAREHOUSES
PLANS
ESTIMATES
MACHINERY

SABETHA

KANSAS

L. J. McMILLIN ENGINEER and CONTRACTOR OF GRAIN ELEVATORS

Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

J. E. STEVENS

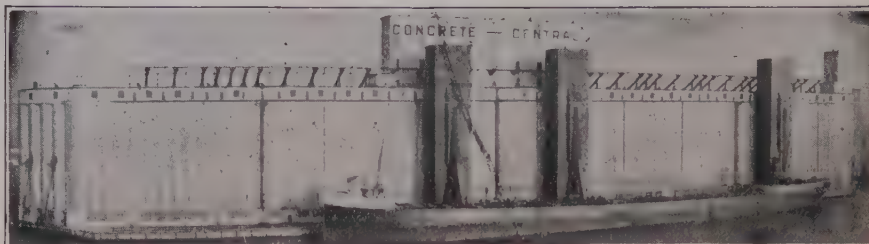
53 Devonshire St. Boston, Mass.

Designer and Builder of
MODERN GRAIN ELEVATORS

GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

*Every day in every way we are designing and building better and better Grain Elevators
We have built for many of your friends—Eventually we will build for you
Why not now?*



James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World
Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.

This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of



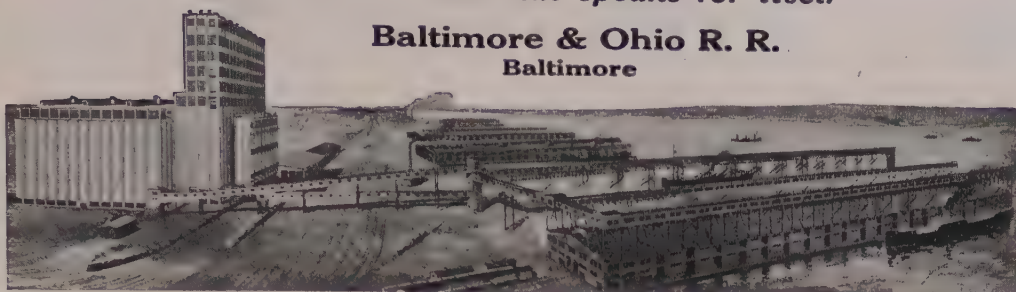
Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.
Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street

Montreal, Que.

also at

Melbourne,
Australia

Buenos Aires,
Argentina

Vancouver, B. C.

London,
England

2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
Power Plant
Warehouses
and other
Buildings

Built by

Fegles Construction Co., Ltd.

Minneapolis, Minn.

Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.

STOP GUESSING

Buy Grain by Grade Samples

Your commission house will gladly furnish you with popular samples from actual sales of graded cars. Place these samples under glass

in a
GRADE TEST GRAIN SAMPLER
"pocket size"

Has open center compartment for load sample joining all graded samples. A dip of sampler into load you are buying tells which grade your load is in.

Ask your commission man for the Grade Test Grain Sampler. If he can't supply you send \$3.50 for one post-paid with the understanding you may return it in 30 days and get your money back if it does not save you ten times its cost.



Turner Brothers

-

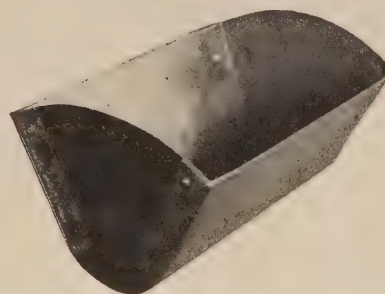
Bladen, Nebr.

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

Increase the Capacity of Your Elevator



WELLER "SUPER - CAPACITY" ELEVATOR BUCKETS WILL DO IT

Perfect discharge at low or high speed.
Substantially constructed of heavy sheet metal.
Riveted at each corner. Spot welded on laps.
Reinforced with extra thickness of steel on the back.
High or extended sides prevent side spillage.



*Send for Descriptive
Circular and Price List*

WELLER MFG. CO.

1820-1856 N. Kostner Ave.

CHICAGO

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

INDIANA—40,000 bu. iron clad elevator for sale. Address Box 347, Royal Center, Ind.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

YOU MAY BE MISSING SOMETHING.

An **ILLINOIS** elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

FOR SALE—A good grain business in Mo. valley with country connections furnishing business. \$10,000 will handle and will take cash, securities or farm land. Sickness. Address 55R5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—An old established grain, coal, feed and grinding business for sale; electric power; modern equipment; located in one of the best grain and stock feeding sections of Ill. Good town, 1300 population, fine competition and a good place to make money. Bargain. Reason for selling, am retiring from business. Write 55S18, Grain Dealers Journal, Chicago, Ill.

BRONCHITIS forces me to sell my grain, feed, coal and builders' supply business at Chippewa Lake, Ohio. B. & O., 30 mi. Cleveland, paved roads, 75 cars in and out April 1st to Sept. 1st. 6,000 bu. grain, 5 cars feed, 4 cars coal storage. Wagon, flour, hopper and platform scales. Electric and gas power. Robinson feed grinder. Bargain if sold Oct. 1st. Address C. W. Carlton, Chippewa Lake, Ohio.

WISHING TO RETIRE from the grain business, I am offering for sale the plant at Keokuk, with fifteen country stations (or will sell part), located in Southern Iowa, extending as far west as Tingley, Iowa.

These stations are located in good grain territory and also cover the best timothy seed territory in Iowa.

These plants are all in good physical condition, and it is a very favorable opportunity for anyone who would like to go into the grain business. In payment for same would take part cash and balance in clear, income paying property.

O. A. TALBOTT, Owner,
Keokuk, Iowa.

THREE OKLAHOMA ELEVATORS FOR SALE

PURCELL—5,000 bu. capacity, iron-clad; 2 cribs with cap. of 15,000 bus. connected with sheller by conveyor, scale house, office, shuck house, coal bin, flour warehouse, mill room 18x40, equipped to grind feed. Elevator motor driven and equipped with modern machinery including Richardson 5 ton scale, snap sheller, grist mill, Bowsher mill with kaffir attachment, feed mixer, cleaner, chicken feed mill, Boss car loader. Dump handles small grain and ear or snap corn. Elevator is equipped with drag to unload ear corn and small grain from car. Coal bin is equipped with electric driven unloader. Private track.

WASHINGTON—4,500 bu. capacity, iron clad; flour warehouse, crib with a cap. 3,000 bu. ear corn; coal bin; gas engine power; modernly equipped; machinery includes 5 ton scale, snap sheller, 2 pair roller chop mill. Private track.

COLE—8,000 bu. capacity; for corn only; gas engine power. Machinery includes snap sheller, 5 ton scale, small chop mill. Private track.

In order to make quick sale these elevators will be sold at ridiculously low prices.

For further information address THE CHICKASAW NATIONAL BANK, Purcell, Okla.

ELEVATORS FOR SALE.

NORTHERN INDIANA—10,000 bu. iron clad elevator for sale, nearly new, with feed house attached. Lock Box 241, LaGrange, Ind.

N. W. MISSOURI—Good 10,000-bu. elevator for sale in good town. Wheat in bins and wonderful corn prospect. \$7,500. Half cash if desired. Address 55R6, Grain Dealers Journal, Chicago, Illinois.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

KANSAS—The only elevator, feed and coal business for sale with four room residence; excellent condition; no competition. Situated in one of the best grain points of Brown Co., Kansas. Address Farmers Grain & Supply Co., Mercier, Kansas, or come and see.

WE ARE OFFERING for sale seven country elevators in Central Illinois, tributary to the Peoria, Chicago and St. Louis markets. These stations are doing a satisfactory volume of business and are all in good physical condition to handle this big crop of grain. Address 55R4, Grain Dealers Journal, Chicago, Ill.

NORTHEAST NEBRASKA—Fully equipped elevator and mill, warehouses, truck and wagon scales; buildings and machinery in good condition; two railroads; in one of the richest farming sections in the state; for sale or exchange for Western or Dakota land. Address 55Q21, Grain Dealers Journal, Chicago, Ill.

IOWA—45,000 bu. elevator for sale; excellent condition; concrete coal house 14x70; corn crib 8x88; live town, nearest towns east and west 14 miles, north and south 7 miles; big territory; only live stock buyer; also carry feed lines. Must dispose of property before July 1st on account of ill health. Write 54J1, Grain Dealers Journal, Chicago, Ill.

LINCOLN, NEBRASKA—Terminal Elevator for sale; 90,000 bu. capacity; reinforced concrete throughout; low insurance; electric power; modern equipment—grain drier, cleaners, etc. Favorable trackage on all railroads. No incumbrance. Liberal terms of payment. An ideal terminal elevator proposition. For further particulars address Mrs. J. S. Ewart, 2727 "P" St., Lincoln, Nebr.

INDIANA—Money making grain elevator and feed business for sale; elevator 36,000 bu. capacity, cribbed. Located in county seat of one of the best grain raising communities in Ind. Excellent feed business with storage capacity for 7 to 8 large cars of feed. Private switch and large coal business. Good reasons for selling. Priced for quick sale. Address 55S21, Grain Dealers Journal, Chicago, Ill.

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

ELEVATORS FOR SALE.

FOR SALE—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

INDIANA—An 80,000 bu. elevator for sale on Penn. R. R.; cribbed construction of 2/8", 2/6" and 2/4"; four railroads. Fine crop of wheat and oats and fine prospect for corn. Address 55P5, Grain Dealers Journal, Chicago, Ill.

NORTHERN IOWA—Two grain elevators for sale. One modern house handles around 200,000 bus. annually, also coal sheds. One handling around 125,000 bus., also coal. No competition. Priced right. Party going out of business. Write 55Q1, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATOR FOR SALE OR TRADE.

INDIANA—Good elevator, Clinton Co., Ind., for sale or trade. J. C. Jordan, Colfax, Ind.

KANSAS—8,000 bu. elevator equipped with machinery to manufacture all kinds of poultry, dairy, horse and hog feeds. In Bourbon Co., best farming and dairy district in Kas. For cash or exchange for good farm in E. Kas. or W. Mo. Harned Grain Co., Fulton, Kansas.

ELEVATORS WANTED.

WANTED ELEVATORS in Western Kansas or Eastern Colorado in exchange for 80 acres good Illinois corn land located near Moweaqua, Illinois. Value \$12,000. Address Secretary, Box 596, Salina, Kansas.

WANT TO TRADE for elevator, my 422 acres smooth valley land, San Luis Valley, Colorado, two miles R. R. town. Land clear encumbrance; elevator must be also. Address 55R2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

MILLS AND ELEVATORS FOR SALE.

KANSAS—Mill and Elevator for sale; well equipped mill, elevator and feed outfit with separate office building. Good grain country. Well located and doing business. Price \$5,200. Write 55Q8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED

WANTED, ASSISTANT MANAGER and office man for Co-op. Elevator Co., handling lumber, coal, feed and farm machinery; prefer German speaking, married. Address H. B. Schmidt, Manager, Roselle, Illinois.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

MOTORS FOR SALE.

NEARLY NEW 3 phase, 7½ HP motor with starting box, complete, for sale. Address A. V. Hines, Washington, Kansas.

FOR SALE—Two Sprague Electric Motors. Each 7½ HP, 1,050 RPM, 28.5 Amp., 230 Volts, Direct Current. Both motors are in good condition and being used every day. Steward Grain and Lumber Company, Steward, Ill.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Triplcating Grain Ticket Book; binding damaged in reshipment. Price \$1.50 and postage. Order "Bargain 19 G. T."

Clark's Double Indexed Car Register—One copy of a quick index to records of all cars handled, \$1.75 and postage. Order "Soiled 42."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

Grain Receiving Register, for recording wagon loads of grain as received; 200 pages; space for 8,200 wagon loads. Slightly soiled—used as printer's sample. Price \$2.00 and postage. Order "Special 12AA."

Gas Engine Handbook, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

GRAIN DEALERS JOURNAL,
309 South La Salle St., Chicago, Ill.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. **Price, \$4.50**

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

SITUATION WANTED.

POSITION wanted as mgr., Line Elevator and lumber exp., good rate man and bookkeeper, age 43, Ia. or Minn. preferred, A1 references. Write 55S7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR MANAGER with fifteen years' experience wants position with Line Co. Reference furnished. Address 55R9, Grain Dealers Journal, Chicago, Illinois.

MAN with 10 years' successful exp. in country shippers end of grain business will be open for employment about Sept. 1st. Address 55Q7, Grain Dealers Journal, Chicago, Ill.

GRAIN MAN experienced in all branches, with favorable acquaintance in Southwest Terminals and trade tributary to these markets, wishes to make a change. Address 55S3, Grain Dealers Journal, Chicago, Illinois.

WANTED position as manager or solicitor for some good grain business; 20 years' experience; best of references furnished. Would buy an interest in something good. Address Ellard Benedict, Oxford, Indiana.

WANTED—Position as manager Farmers Cooperative or Line Elevator; 4 years' experience; speak English and German; good bookkeeper; references; single, 28 yrs. old. Roy Rademaker, 430 W. Main St., Freeport, Ill.

POSITION wanted as manager of grain elevator or grain elevator, implement and lumber or elevator, implement, grocery and lumber combined. Salary expected as per combination. Write 55S15, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as solicitor or manager of branch office or some good Farmers Elevator; 15 years' experience as manager country elevators. Best reference and can start work at once. Address 55R15, Grain Dealers Journal, Chicago, Illinois.

WORLD WAR VETERAN wants position in grain inspector's office; has had experience as sampler and inspector's helper; familiar with moisture tester. Can furnish good references. Address H. E. Reck, 125 W. Suartzel Ave., Vincennes, Indiana.

POSITION wanted as manager Farmers Elevator Co. by young man, 33 years of age, who is capable of handling a big business; prefer place with a full side line business. Will be open for employment after Oct. 1st. Best references and can furnish bond. Address 55S5, Grain Dealers Journal, Chicago, Ill.

COMPETENT and reliable man, 35 years old, well experienced in all kinds of grain elevator work, cleaning and blending of grains for shipping or milling purposes, dealing with the public and the upkeep of machinery, wants steady position as supt. or foreman. Good references. Your job is not too large, I can handle it. Address 55S26, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

MACHINES WANTED.

WANTED—Used Richardson bagging scale. Also Union Special Sewing Machine. Address Hart Bros., Saginaw, W. S., Michigan.

WANTED—1,000 lb. batch mixer; 300 bu. per hr. oat huller; air fan about 20" dia.; one 12" turn head. Must be in good condition. Address Frank Withey, Waterman, Illinois.

WANTED—One corn sheller, capacity four to six hundred bushels. One hopper scale, capacity hundred and fifty bushels. Address The O & M Seed Co., 6014 Euclid Ave., Cleveland, O.

PLEASE DISCONTINUE our ads in the Journal—results entirely satisfactory. Indiana Dealer.

ENGINES FOR SALE.

40 H.P. FAIRBANKS-MORSE Kerosene Engine for sale, \$250. Address Bad Axe Grain Company, Bad Axe, Michigan.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR SALE—Fairbanks-Morse 15 H.P. Gasoline Engine, in running order. Good leather belt. A bargain if taken at once. We need the room. Danvers Farmers Elevator Co., Danvers, Ill.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

SCALES FOR SALE.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

HIGH CLASS SALESMEN WANTED!

Must be experienced in selling machinery to the Milling Trade, Feed Millers, Custom Millers and Mixed Feed Plants.

Must be capable of securing and managing high class salesmen.

—to sell a new and patented machine which converts the ordinary grinding or attrition mill into a universal grinder.

With this attachment the ordinary attrition or burr mill will grind ear corn, small

grain, hay or any roughage, alone, or in combination and mixed to any predetermined proportion before grinding.

This is the most wonderful invention of its kind. It is already meeting with ready sales and where installed is increasing mill capacity 50% to 100%.

Only those of proven sales ability will be considered. The man selected will find this a real worthwhile proposition.

Reply by letter. All correspondence confidentially treated. Address S. E. Peterson, care Porter-Eastman-Byrne Company, 22 W. Monroe St., Chicago, Ill.

MACHINES FOR SALE

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR SALE—One 5-apron, 48-inch, Richardson Separator. Also one Northwestern Separator. Address Crown Elevator Co., Flour Exchange, Minneapolis, Minn.

FOR SALE—Two hundred feet 24" Conveyor Belt, capacity 10,000 bu. per hour. Complete with motor drive, rollers and steel frame. Ready to install in any elevator. Good as new. Brooks Elevator Company, Minneapolis, Minn.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—Clipper Seed Cleaner with double stand of elevators, air regulator, etc. One Fairbanks-Morse 3 h.p. motor. All good as new. Low price for quick sale. Address Fayette Grain Co., Connersville, Ind.

WE HAVE A NEW Big Four Joliet Corn Sheller for sale which has never been installed. We do not know what this sheller is worth on today's market but will consider reasonable bid. J. L. Walker & Co., Columbus, Miss.

FOR SALE—18-in. Unique ball bearing belt driven attrition mill; one 22-in. Unique ball bearing electric motor driven 2-15 h.p.; one 24-in. Unique ball bearing 2-20 h.p., direct connected motors. All in good condition. Address Lock Box No. 8, Cedar Rapids, Iowa.

FOR SALE—1 Barnard & Leas Wheat Cleaner, size 60, capacity 800 bushels hour. 1 Ehrsam Roller Mill with three sets of rolls. Size of rolls 9 by 24.

Machines in good condition and priced right. Berthoud Farm Products Co., Berthoud, Colo.

FOR SALE—220 ft. 24" 5 ply Special Elevator Belt, bolt holes for bucket staggered, punched every 13"—4 1/4" hole 3" center to center. New belting, never used. Also 25 new 11x7-14 Gauge Salem Elevator Buckets. Attractive price, quick sale. Address J. P. Gibbons Grain Company, Kearney, Nebraska.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

ATTRITION MILLS—1 Bauer Bros. 26" BB motor driven; 1 Monarch 20" motor driven BB; 1 24" motor driven all BB; 1 Monarch 20" BB; 1 Robinson 24" BB Mill with drive; 1 20" Dreadnaught BB; 1 Diamond Huller 14" BB. Plain Bearing Attrition Mills; 1 24" Dreadnaught; 1 20" Robinson; 1 18" Halstead. New Mixers; Cyclone Dust Collectors and Corn Shellers a specialty; 1 Cutler Dryer; 1 Huhn Dryer; Gaunt Feeders; Gardner Feeders; 1 Corn Scourer; Corn Meal Bolters; Buckwheat machinery including Bolters, Reels, Tightners, Cleaners, Scourers. All kinds of Bean machinery; 1 Eureka Magnetic Separator; 1 65 HP Prim Oil Engine (nearly new); 1 Fairbanks-Morse Type Y 25 HP oil engine; clutches; 1 3 bu. Automatic Bagging Scale; Floor and Hopper Scales; large and small elevators. Everything for the elevator. Write us, we save you money. A. D. Hughes Co., Wayland, Mich.

MACHINES FOR SALE.

FIVE RICH RING GRADERS, ten rings to a machine, excellent condition, cheap. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—One 6,000 lbs. cap. Fairbanks Hopper Scale. Also 1 9x12 Chandler & Taylor plain slide valve engine. Address Hillisburg Grain Co., Hillisburg, Indiana.

FOR SALE—One Maroa Portable car loader; one Venn-Severin 40 H.P. oil engine. Both in good condition, almost new. Address Farmers Co-operative Grain Ass'n, Fairmont, Ill.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

ATTRITION MILL.

Two 36-in. Bauer Ball Bearing Attrition Mills cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—One No. 2 60" Richardson Simplex Dustless Grain Cleaner. Full sieve equipment. Used one season. In tip-top condition, as good as new. \$500 will buy. Nashua Grain Co., Nashua, Minn.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St. Chicago, Ill.

POPCORN FOR SALE.

WHITE RICE and Japanese Hull-less Popcorn, shelled, cleaned and sacked. In carload lots or less; priced to sell. Address Ronald Meyer, Carnarvon, Iowa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burke Co., Springfield, Ohio.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4 1/2 x 7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

HAY FOR SALE.

BALED HAY for sale, Wild and Timothy. E. W. Nelson, Danvers, Minn.



HAY SPECIALISTS

Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.

SEEDS FOR SALE—WANTED

Directory

Grass and Field Seed Dealers

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA.

McGreer Bros., whse. seed corn our specialty.

CONCORDIA, KANS.

Bowman Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.
Northrup King & Co., field seeds.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

SEEDS WANTED.

WANTED—New crop field and grass seeds.
Mail average samples. J. G. Peppard Seed Co.,
Kansas City, Mo.

SEEDS FOR SALE—WANTED.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds for Sale—Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

Universal Grain Code

Designed especially to reduce the telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4½x7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

You can greatly reduce your telegraph tolls by using the Universal. Try it.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

The J. M. McCullough's Sons Co.
BUYERS—SELLERS
Field and Garden Seeds
Cincinnati - - - Ohio

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

We are Buyers and Sellers,—TIMOTHY CLOVERS
MILLETS, Grass Seeds and Seed Grains

Send samples for bids. Ask for samples and prices



CRAWFORDSVILLE SEED CO. FIELD SEEDS

CRAWFORDSVILLE, INDIANA

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas

First and Victor Streets

St. Louis, Missouri

COURTEEN SEED COMPANY

MILWAUKEE, WIS.

WEEKLY PRICE LIST ON REQUEST

You Can Sell Your Elevator

by advertising directly
to people who want to
buy, by using a

Grain Dealers Journal
Want Ad.

KELLOGG
SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

Modern Methods

GRAIN DEALERS' JOURNAL

309 So. La Salle Street, Chicago, Ill.

Gentlemen:—In order to keep posted on modern methods of elevator management, I wish to receive the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars

Name of Firm _____

Capacity of Elevator _____

_____ bushels

Post Office _____

State _____

Use Universal Grain Code and reduce your Telegraph Tolls

Kansas City, the Grain Trade's Mecca

Tentative Program G. D. N. A. Meeting.

The tentative program of the 29th Annual Meeting of the Grain Dealers National Ass'n in Kansas City Oct. 12-14 follows:

Monday, Oct. 12—9:30 O'Clock.

Call to order by the President.

Invocation—Rev. Burris A. Jenkins, Kansas City.

Address of Welcome on behalf of Kansas City—Mayor Albert I. Beach.

Address of Welcome on behalf of the Kansas City Board of Trade—H. C. Gamage, President.

Response on behalf of the Grain Trade—B. E. Clement, Waco, Tex.

President's Annual Address—F. G. Horner, Lawrenceville, Ill.

Report of the Secretary-Treasurer—Charles Quinn, Toledo, O.

Transportation—Henry L. Goemann, Chairman, Mansfield, O.

Committee on Rejected Applications—J. W. Greer, Chairman, Minneapolis, Minn.

Tuesday, Oct. 13—9:30 O'Clock.

Address—"The Chicago Board of Trade and the Grain Futures Act," Frank L. Carey, President Chicago Board of Trade.

Address—"The Government and the Grain Futures Act," Dr. J. W. T. Duvel, Chief in Charge of Grain Futures Administration, U. S. Department of Agriculture, Chicago.

Presentation of Booster Prizes.

Legislation—A. E. Reynolds, Chairman, Crawfordville, Ind.

Trade Rules—C. D. Sturtevant, Chairman, Omaha, Neb.

Crop Reports—C. F. Scholer, Chairman, Bloomington, Ill.

Membership—Lew Hill, Chairman, Indianapolis, Ind.

Arbitration Appeals Committee—W. W. Manning, Chairman, Fort Worth, Tex.

Arbitration Committee No. 1—J. R. Murrell, Jr., Chairman, Cedar Rapids, Ia.

Arbitration Committee No. 2—E. H. Bingham, Chairman, Cedar Rapids, Ia.

Arbitration Committee No. 3—S. L. Rice, Chairman, Metamora, O.

Arbitration Committee No. 4—E. W. Crouch, Chairman, McGregor, Tex.

Arbitration Committee No. 5—Harry J. Smith, Chairman, Kansas City, Mo.

Arbitration Committee No. 6—W. J. McDonald, Chairman, Seattle, Wash.

Feed Arbitration Committee—J. H. Caldwell, Chairman, St. Louis, Mo.

Wednesday, Oct. 14—9:30 O'Clock.

Address—"The Railroads and the Freight Rate Situation," Samuel O. Dunn, editor of "The Railway Age," Chicago.

Address—"Harmonizing the Grain Standards Act with the Pure Food and Drugs Act," H. J. Besley, in charge Grain Division, Bureau of Agricultural Economics, U. S. Department of Agriculture, Washington, D. C.

Uniform Grades—F. E. Gillette, Chairman, Nashville, Tenn.

Feed Products Committee—E. C. Dreyer, Chairman, St. Louis, Mo. (In presenting his report to the convention Mr. Dreyer will give the results of the group meeting of feed interests held on Monday and Tuesday, Oct. 12 and 13. At this group meeting changes in the feed rules governing the handling of feed-stuffs are to be proposed. If the group meetings make any changes in the existing feed rules Mr. Dreyer will present these changes to the general convention for adoption.)

Milling and Grain Joint Committee—Richard P. Johnson, Chairman, Knoxville, Tenn.

Merchant Marine—W. L. Richeson, Chairman, New Orleans, La.

International Relations—J. J. Rammacher, Chairman, Buffalo, N. Y.

Hay and Grain Joint Committee—Geo. S. Bridge, Chairman, Chicago, Ill.

Unfinished business.

Election and installation of officers.

New business.

Adjournment.

Entertainment—For the Ladies.

Registration Headquarters, Hotel Muehlebach. Local hostesses will greet the arriving ladies.

Monday, 1:50 p. m.—Luncheon at the Muehle-

bach Hotel for the ladies who attend the convention.

Monday, 8 p. m.—Theater party for the ladies at the Orpheum Theater.

Entertainment—For the Men.

Registration Headquarters, Hotel Muehlebach. (Monday, Oct. 12, being Columbus Day, is a Board of Trade holiday. It provides opportunity for the members of the Kansas City Board of Trade and the committee appointed to arrange for the convention, to receive and meet arriving guests at the hotel.)

Monday, 1:30 p. m.—Golf Tournament for men. Motor cars will leave the Muehlebach Hotel at 1:00 p. m.

Monday, 8 p. m.—Smoker for men at the Kansas City Club. Music and entertainment.

Entertainment—For Ladies and Gentlemen.

Tuesday, 2 p. m.—Motor ride for all through the city parks and boulevards.

Tuesday, 8 p. m.—Banquet followed by dancing at the Kansas City Club.

The address of the evening will be delivered by Hon. Ben. S. Paulen, Governor of Kansas.

F. G. Crowell, of Kansas City, will be toastmaster.

Kansas City Plans Big Time for Grain Dealers.

A big time is being planned for the delegates to the 29th annual meeting of the Grain Dealers National Ass'n to be held at the Hotel Muehlebach, Kansas City, Mo., Monday, Tuesday and Wednesday, Oct. 12, 13 and 14. The Kansas City Board of Trade is making extensive preparations to entertain a large number. Just what is planned is kept a secret. Sight seeing tours will be tendered the ladies; opportunities will be presented for winning golf trophies. The white lights on every theatre will be blazing. The big banquet will be a treat long to remember.

Look who are on the com'ites for entertainment:

General Entertainment Com'ite: L. A. Fuller, gen'l chairman; B. C. Moore, hotels; F. C. Hoose, program; B. L. Hargis, golf; H. J. Smith, transportation; W. C. Goffe, entertainment.

And here are special com'ites planning great things for you. Golf: B. L. Hargis, chairman; K. G. Irons, E. C. Meservey, Jr., J. J. Wolcott, J. A. Theis.

Transportation: H. J. Smith, chairman; James Russell, Allen Logan, Glen Hilts, E. F. Emmons.

Entertainment: W. C. Goffe, chairman; Forest W. Davidson, Frank Theis, Wm. Murphy, W. W. Fuller, Thad Hoffman.

Bring your ladies and your golf clubs and prepare for a big time at Kansas City the second Monday of October.

Lamson Bros. & Co. have issued a cordial invitation to all members of the trade to make their convention headquarters with them, on the second floor of the new Board of Trade building and on the mezzanine lounge of the Muehlebach Hotel, where special wire service will be given throughout the convention.



An Invitation from the President.

To the Readers of the Grain Dealers Journal: I wish to extend to each one of you a cordial and an urgent invitation to attend the Twenty-ninth annual convention of the Grain Dealers National Ass'n which will be held at the Muehlebach Hotel, in Kansas City on Oct. 12th, 13th and 14th.

You are interested in the grain business or you would not be a reader of the Grain Dealers Journal and this is all that is necessary to make you welcome at this meeting.

This year there will be but one business session each day, but there will not be a dry moment on one of these occasions; not a moment that you will wish to lose, nor a moment that you can afford to miss. Every session will be confined strictly to trade topics that are particularly vital at this time and ample opportunity will be given for the presentation and discussion of pertinent subjects which are not on the regular program and such participation and activities of the members will be especially welcome.

It is realized that far from the least profitable and enjoyable feature of our annual meetings is the opportunity which they afford for personal acquaintance and contact with customers, competitors, and fellow members of the trade from all parts of the country and the shorter sessions this year will give additional opportunity for the cultivation of this more intimate, more personal side of our annual meetings. It is positively impossible for any grain man to spend three days in intimate contact with the most prominent and most progressive members of the trade from every state and every market in the country without permanent profit to himself.

The Kansas City Board of Trade is leaving nothing undone that might add to your comfort and pleasure and there is now no question that we will this year have one of the largest and most enjoyable meetings the Association has ever held.

Yours truly,
F. G. HORNER, President,
Grain Dealers National Ass'n.

St. Louis to Use Special Train to G. D. N. A.

With the big annual convention of the Grain Dealers National Ass'n just a few weeks away, Tillie Bryant, special train director of St. Louis announces an all steel Pullman train de luxe from St. Louis to Kansas City for the convenience and comfort of its delegates and others wishing to attend the meeting.

The special train will be routed over the Burlington, leaving St. Louis at noon Sunday, Oct. 11, and arriving at Kansas City the same evening at 9:15 p. m. Nothing is being left undone for the convenience and comfort of the patrons. Even a special luncheon and a table d'hote dinner a la G. D. N. A. will be served en route. A hearty invitation is extended to all delegates to avail themselves of this service.

Returning, the special train will leave Kansas City at midnight on Oct. 14, arriving at St. Louis at 8 a. m. the following morning, leaving ample time to catch fast trains leaving around 9 a. m.

A hundred rooms with bath are being held at the Hotel Muehlebach, convention headquarters, for these delegates. The special train and the hotel reservations are in charge of Tilghman A. Bryant, who says "Bring your ladies and come and go with us."



The New Fireproof Home of the Kansas City Board of Trade.

Growth of Kansas City's Grain Trade.

BY E. D. BIGELOW.

Kansas City, at the confluence of the Missouri and Kansas rivers, is the center of a vast, rich agricultural country. Through the courage and enterprise of farsighted business men who recognized the natural advantages of the location, it became and still is one of the most important railroad centers west of the Alleghenies.

The Board of Trade of Kansas City, Missouri, was organized in 1869, for the purpose of developing the general welfare of the community. The grain trade, at that time in its infancy, has increased from year to year, becoming one of the most important industries of the city.

The trading floor of the grain market in the early '70's was on Union Avenue, near the old Union Railway station. The grain business outgrowing the facilities afforded the trade, in 1877 the Board built and moved into the Board of Trade building at Fifth and Delaware streets.

In 1887 the Commercial Club, now the Chamber of Commerce, was organized, and from that time the Board of Trade concentrated its efforts upon the grain and milling business.

In 1888 the Board of Trade moved into its new building at Eighth and Wyandotte streets, which was at that time, and for a number of years, one of the finest buildings in the city.

The constantly increasing demand for larger and better storage facilities at this center has been met.

In 1875 the warehouse capacity was 1,890,000 bus.; in 1905 10,000,000 bus.; in 1925 34,957,500 bus., 32,161,500 bus. capacity being of tile and concrete construction and 2,796,000 bus. capacity of wood.

The insurance charge for concrete and tile storage is 10c per \$100 per year as against \$2.50 per hundred for wood construction.

The daily eight hour capacity for unloading is 1,137 cars; for loading, 1,202 cars.

All weighing at the elevators and mills is by State Weighmasters. The Board employs a scale expert who works in entire harmony with the state departments and gives his entire time to the supervision of all scales, track and house. No charge is made for this service.

Twenty-five years ago carloads of wheat and corn were 500 to 600 bus. per car; of late years 1,400 to 1,600 bus. Today much greater care is being given to car equipment and facilities for expediting the economical handling of all cereals.

The change that has come in the grading of grain is, in a marked degree, for the better. Federal rules, the states conforming, have brought uniformity in various markets, greatly to the benefit of the producer and the grain trade. Laboratory testing is a definite advance over the former practice of depending upon sight, touch and smell.

Warehouse receipts stamped "Board of Trade, Registered," and signed by the Registrar are considered by all bankers as the best of security. The warehouses are bonded to the Board and their stocks are supervised by daily reports and checks.

As to the growth of Kansas City's grain business the receipts in 1875 were 2,897,887 bus.; in 1895 were 20,035,500 bus.; in 1905 were 68,420,500 bus.; in 1924 were 127,272,450 bus.

The largest receipts of grain in any year, 1921, were 139,629,550 bus.

The largest receipts of wheat for any single day in the history of the Board were on July 28th, 1924 (1,872 cars) 2,517,200 bus.

Future trading of large volume, which is necessary at a great storage center, has been an important factor for the past twenty-six years. All future trades are reported to the Grain Clearing Co., a subsidiary organization of the Board, of ample financial strength, which company guarantees all trades between members, a settlement being made each day.

Peculiar to this market, all future trades in wheat are based upon Hard Winter Wheat,

Kansas City having been known for the last thirty years or more, as the Hard Winter Wheat market of the country.

The Milling Industry from small beginnings has increased year by year, and is now only excelled by Minneapolis and Buffalo.

Daily milling capacity of Kansas City:

1875 500 barrels.
1895 2,000 barrels.
1915 11,500 barrels.
1925 21,500 barrels.

For many years the Board of Trade in co-operation with the millers of the Southwest, has supported the Southwestern Wheat Improvement Ass'n, which has done a great work in promoting the best methods of wheat production; emphasizing early plowing, summer fallowing, good seed, careful harvesting, proper farm storage, insect control, smut control, etc.

The Kaffir-Corn Market: The producing of kafir grain in the territory tributary to Kansas City has increased with great rapidity during the past few years, there being a large and increasing demand for this cereal, particularly for poultry feeding. Kansas City is the largest kafir corn market in the world.

The poultry and mixed feed business of the country is becoming an industry of great magnitude. In Kansas City are plants with the aggregate daily capacity of seventy-one cars of manufactured mixed feed. One plant, completed within the year, is claimed to be the most modern and complete feed mixing and manufacturing plant in the world.

Every branch of the grain business is represented in the membership of the Kansas City Board of Trade. Among the members are large exporters, many of the largest and oldest houses in the country.

The rules and regulations of the Board of Trade governing the operations of its members insure the highest standards of efficiency and business ethics, and it is worthy of note that with the passing years and the great increase of business, there are decidedly less cases for the consideration of the Arbitration Committees.

A life insurance agreement was entered into between members of the Board in 1898 for the amount of \$1,000, payable to wife and children of deceased members. If no wife

or children, to the estate of the deceased member. In 1911 the amount was increased to \$2,000, and it was again increased in 1920 to \$5,000. It has proved highly satisfactory, the cost averaging \$11.53 per \$1,000.

The requirements for more office space than the building provided, a large number of the members occupying quarters in other buildings, led to the erection of the new Board of Trade building at Tenth and Wyandotte streets, into which the Board moved January 1, 1925.

Thus briefly of the past and of today. What has the prophet to say of the next fifty years? We are listening.

Shipping Grain from Kansas City.

Wheat, corn and oats constitute the larger portion of the shipping business done by Kansas City grain firms from that terminal. The larger proportion of the membership of the Board of Trade do a receiving and shipping business. Most of these also act as brokers, accepting orders from distant mills and manufacturers to buy grain of a certain standard on the floor and ship it to distant territories.

While the majority of them will handle any kind of order that comes in, some make a specialty of handling certain kinds of grains and are recognized as authorities in their particular fields.

Some firms operating thru elevators in Kansas City make a specialty of building up supplies of certain types of wheat, meeting certain specifications. They send out their offers of these to interested mills and other consumers. The largest factor in milling wheat is the percentage of protein contained.

Others have built up a trade in feeding grains, specializing in the handling of kafir, milo maize, feterita and chicken feed grades of wheat, corn and oats.

Among the firms that have facilities at Kansas City and have built up an extensive shipping business are:

Uhlmann Grain Co., Wyandotte Elevator Co., Norris Grain Co., Moore-Seaver Grain Co., Nye & Jenks Grain Co., Lathrop-Marshall Grain Co., Kaw Grain & Elevator Co., Hall-Baker Grain Co., Davis-Noland-Merrill Grain Co., Simonds-Shields-Lonsdale Grain Co.

Practically all Board of Trade firms will buy grain on order for shipment, even those that do a strictly consignment or commission business.

Shipping records show that during 1924 a total of 82,234,600 bus. of grain were shipped out of Kansas City. This was divided among the grains as follows: Wheat, 61,051,050; corn, 12,583,750; kafir corn, milo maize, feterita, 3,076,600; oats, 4,345,000; rye, 376,200; barley, 802,000.

Illustrations of these grain handling facilities are shown in this number as a supplement.

Edmund D. Bigelow.

The Kansas City Board of Trade has been most fortunate in obtaining and retaining the services of Edmund D. Bigelow, the grand old man of the exchange since 1897.

After serving the organization faithfully for twenty-seven years as secretary, his hearing becoming somewhat dull, he asked to be relieved of the position. The exchange being unwilling to part with his kindly counsel, appointed him assistant to the president. Although he has lived long beyond man's four score years, he is still at his desk every day looking after the interests of the Board of Trade and its members.

Mr. Bigelow has served the grain trade so many years he is familiar with every step of the Board's advancement through his long tenure of office. His thoro knowledge of the business and wide acquaintance with members of the trade makes him a valuable aid to the directing head of the organization. He is highly respected by all members of the Board and dearly loved by the pioneers who have worked with him through the long development of the market.



E. D. Bigelow, Ass't to President of Kansas City Board of Trade.

The Presidents of the Kansas City Board of Trade.

The presidents of Kansas City's grain exchange are men who have, through long years of service on committees and on boards of directors, attained that familiarity with the problems of the market and the exchange which equips them to act quickly and wisely in the interest of the entire trade. In other words, the presidents are invariably men who, through long labor in behalf of the trade and many sacrifices of their own interests have learned to consider the interests of the market and of the exchange as paramount. The growth of the Kansas City Board of Trade during the last forty years has been remarkable, as the figures on receipts and shipments plainly indicate.

The number of plants built especially for handling, cleaning, drying and grinding grain, has grown rapidly during recent years, until today over fifty plants are occupied in handling the grain marketed on the Kansas City Board of Trade.

The men most responsible for building up the business of the Kansas City market did not fail to give first consideration to the interests of outside shippers and buyers, with a view to making the market attractive to the outsiders, whose business might be promoted through the employment of the services of Board of Trade members. The growth and development of the exchange through the past forty years reflects not only courage, enterprise and keen vision on the part of the directing heads of the Board of Trade, but of the members as well.

The rules and regulations governing the handling of grain in that market has so promoted the interests of fair dealing, that it has become a popular and attractive market for the shippers of the Southwest and the consumers of the East. The continued growth of the market reflects great credit not only upon the directors of the Board of Trade, but upon the members, who have always exercised a large influence in the molding of the methods and practices in vogue in the market.

During the last forty years the Board of Trade has been presided over by thirty-two presidents; first of whom served the organization for ten years, but since 1895 no president has been prevailed upon to serve for more than one year. The organization has benefited largely by this long practice, because the ex-presidents having served the organization as

committee man, director, vice-president and then president, has attained a knowledge and familiarity with the fundamental problems of the market, which makes him a stronger and more influential member in all exchange work. Following his tenure of office, it is but natural that every ex-president should have a clearer understanding of the problems of the exchange and a deeper sympathy with the struggles of the market, than anyone could be expected to attain who has not given long years of service as did the ex-presidents, whose portraits are presented elsewhere in this number.

The Kansas City Board of Trade is indeed fortunate in having so many ex-presidents of the organization still actively engaged in the grain business on the exchange and helping, by their long experience and counsel, to direct the affairs of the exchange in a way that will build even a greater market.

Kansas City as a Railroad Center.

Kansas City being so advantageously near the middle of the country has made it a much desired terminal for many railroads. Twelve separate lines now enter the city. The Frisco, Union Pacific, Santa Fe, Rock Island, Chicago, Great Western and Katy have their terminal yards on the Kansas side of the Missouri-Kansas state line. The Missouri Pacific, Burlington, Chicago, Milwaukee & St. Paul, Kansas City Southern, Chicago & Alton, and Wabash have their yards on the Missouri side. During 1924 these roads moved a total of 67,277 cars of wheat, 18,490 cars of corn, 4,216 cars of milo maize, kafir corn and feterita, and 4,525 cars of oats, besides great numbers of carloads of rye, barley, flax, millfeeds, hay and flour, into the Kansas City market.

During the same year they moved out of Kansas City 61,051,050 bus. of wheat, 12,583,750 bus. of corn, 3,435,000 bus. of oats besides large amounts of kafir corn, milo maize, feterita, rye, barley, feedstuffs and flour.

Eight of these roads terminate in Kansas City—the Frisco, Union Pacific, Great Western, Milwaukee, Katy, K. C. S., C. & A. and Wabash. Elevators are located on all of them with the single exception of the Union Pacific.

The greatest amounts of wheat and corn are brought in by the Missouri Pacific, Union Pacific, Santa Fe, C. B. & Q., and Rock Island. The other roads figure heavily in the reshipment of grains, feedstuffs and flour to

the East, the Southwest, to the Gulf for export and to the Minneapolis mills.

These excellent transportation facilities to all points of the compass and the large terminal elevator capacity, well equipped, have proved a great factor in the prevention of congestion. Kansas City is never troubled with embargoes and the large volume of grain handled in 1924, with no congestion and practically no delays tells the story of the market's efficient facilities far better than volumes of words.

Approximately 70,000 miles of road are operated by Kansas City railroads. The mileage is as follows: Frisco, 5,245; Union Pacific, 9,483; Santa Fe, 11,782; Rock Island, 8,123; C. G. W., 1,496; Katy, 3,360; Mo. P., 7,236; C. B. Q., 9,394; Milwaukee, 11,030; K. C. S., 842; C. & A., 1,051; Wabash, 2,477.

Kansas City Railroad Clearing House Ass'n.

The treasurers of the twelve trunk lines and two other railroads in Kansas City organized the Kansas City Railroad Clearing House Ass'n some years ago and this has prospered ever since, proving a financial saving for both the railroads and the Kansas City receivers in eliminating a great deal of the detail work connected with the tendering and paying of freight bills.

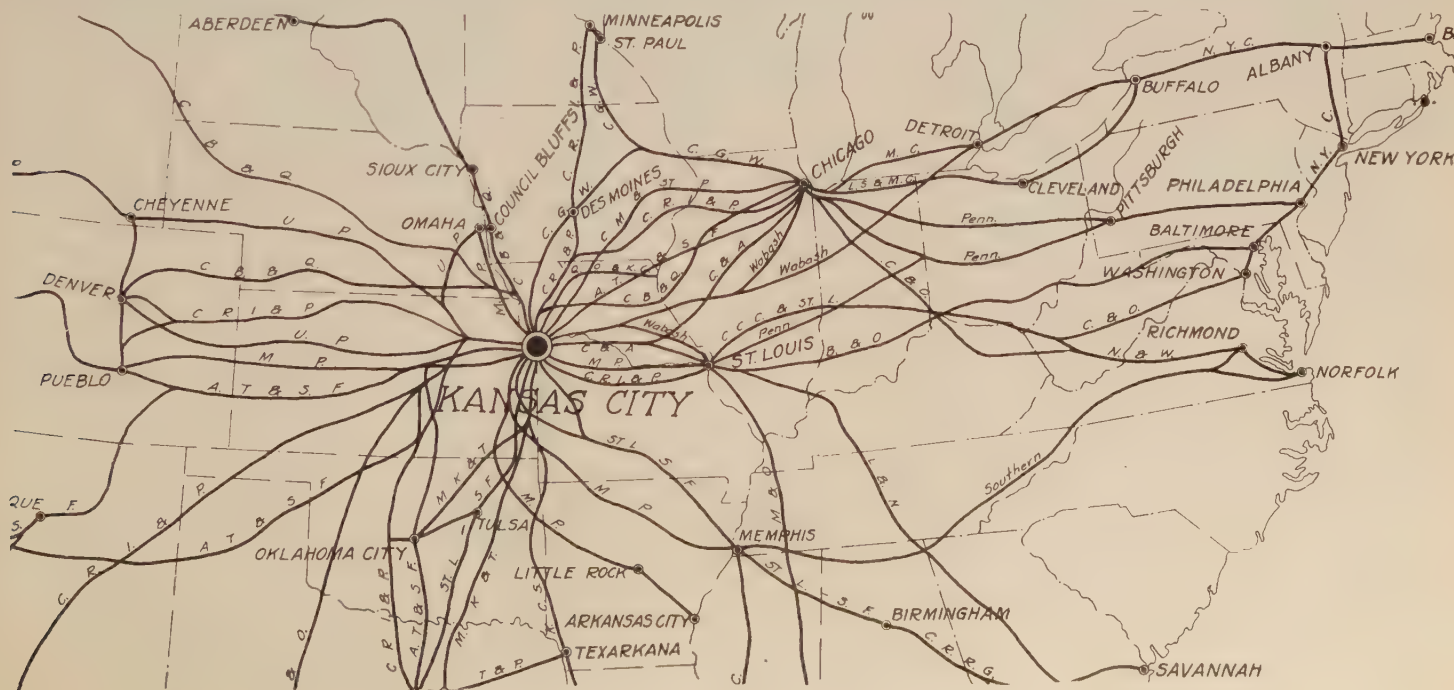
A branch office has been established in the Board of Trade Building for the convenience of the grain trade where they pay their freight bills and have them promptly receipted every day.

All the railroads turn their bills for the transportation of grain over to the Clearing House every evening to be collected. A night force sorts and assembles these in packets for each receiver of freight, making out a bill payable to the Clearing House for the total of each receiver.

The bills and the Clearing House recapitulation of them is delivered by messengers to the freight receivers at 8 o'clock in the morning. During the day they are checked up, a check made out for the total amount payable and these delivered to the Clearing House.

Grain receivers pay all freight to the branch in the Board of Trade Building. If they wish their bills are receipted immediately, if not they are receipted during the day and delivered the following morning.

The Railroad Clearing House re-assembles all bills for each railroad, makes out a check for the total and remits to the railroads.



Many Railroads Radiate in All Directions from Kansas City, Penetrating the Grain Producing and Consuming Territory.

Buy a round trip ticket to Kansas City for fare and one-half, if you have a certificate from the Secretary of the G. D. N. A.

Thus is eliminated the necessity for each railroad delivering bills to numerous concerns and receiving numerous checks in return. The Clearing House keeps a triple check on all bills and payments.

All employees of the Clearing House are on a salary basis. The expenses for keeping the Ass'n are apportioned among the railroads according to the number of bills and amount of collections handled for each. H. W. Myers is manager.

Every year the treasurers of the railroads meet to select a com'ite of 3 among themselves to have executive control during the following year. This year the com'ite consists of E. L. Copeland of the Santa Fe, chairman; A. P. Williams of the C. B. & Q.; and F. H. Hamilton of the Frisco.

The Kansas City Board of Trade.

Organized in 1869 in the interests of the thriving young city, the Kansas City Board of Trade took over the grain business of the market in 1887, confining its activities thereafter to the grain trade since which this part of the city's commercial interests has developed rapidly. The Board of Trade now has 217 members, most of them established in the fine, new Board of Trade building at 10th and Wyandotte streets, where the exchange has plenty of room for further expansion.

As the grain business grew the Board of Trade, endeavoring to assure the grain shipper the utmost in fair treatment and to establish its own integrity, formulated rules and regulations and provided proper penalties for their violation. The Kansas City Board of Trade is undoubtedly one of the strictest in this sense.

The cost of memberships have risen with the Board's development. A price recently paid on a transfer was \$9,500.

The various activities and departments of the organization are handed thru com'ites upon which 3 to 9 men serve. One com'ite governs the activities under each of the following heads: Appeals, Arbitration, Advertising, Inspection and Sampling, Interpretation of Rules, Legislation, Auditing, Bond and Insurance, Building, Cash Margin, Cash Sales Adjustment, Complaint, Elevator and Warehouse, Finance, Floor, Flour, Future Trading, Insolvency, Investigating, Market Reports (cash), Market Reports (future), Membership, Protein, Radio, Rules, Tax, Telephone and Telegraph, Transportation, Waterways, and Weight Supervision. The interests of the members are zealously protected.

The present officers of the Board of Trade are H. C. Gamage, pres.; L. A. Fuller, 1st vice-pres.; C. M. Hardenbergh, 2nd vice-pres.; H. F. Hall, treas.; J. E. Rahm, ass't treas.; E. D. Bigelow, ass't to the pres.; W. R. Scott, sec'y-transportation commissioner, C. W. Pershing, ass't sec'y.; E. H. Tipton, ass't transportation commissioner.

James Russell is the chief sampler; L. P. North, scale inspector. The 1925 directors for one year are F. C. Blodgett, W. J. Mensendieck, H. B. Ragan, J. A. Theis, C. E. Watkins, and J. H. Woodbridge; those for two years, J. S. Hart, E. M. Jolley, J. J. Kraettli, F. W. Lake, W. W. Marshall, Frank A. Theis.

The membership of the Kansas City Board of Trade has grown from a handful some 50 years ago until it now numbers 217. No member is admitted until he has been passed upon by the membership com'ite of the Board. His name is then posted on the bulletin board for a certain period before he is finally accepted or rejected by a vote of the Board of Directors.

The costs of operating the exchange are defrayed by assessments of \$50 each on the members, there being no dues. Usually there are 4 assessments annually, tho some years there have been only 3. The fee for transferring a membership is \$500.

All members of the Board of Trade must be of the highest business integrity to be admitted to membership. A member's word is as

good as his written contract. Such must be the case where business is executed rapidly and a mere sign with the hand means that thousands of bus. of grain have changed hands.

Membership in the Board of Trade can only be retained by abiding by the constitution, rules and regulations of the organization. These are strict in every sense of the word and provide fitting penalties for violations. All differences between members are arbitrated by the arbitration com'ite and lawsuits between members of the exchange are unknown.

Something of the character of the members can be ascertained from the objective of the ass'n which has long since been reached and rigidly maintained. It is "to maintain a Board of Trade to promote uniformity in the customs and usages of merchants; to inculcate principles of justice and equity in business; to facilitate the speedy adjustment of business disputes; to inspire confidence in the business methods and integrity of the parties hereto; to collect and disseminate valuable commercial and economic information and generally to secure to its members the benefits of co-operation in the furtherance of their legitimate pursuits, and to promote the general welfare of Kansas City."

Further evidence of the members' character is shown in "no member shall be guilty of any boisterous or offensive conduct in any of the rooms of this Ass'n or in any part of any building in which is or may be located the trading hall, nor of any extortion, nor attempted extortion, nor of any attempt to manipulate markets, nor of any fraudulent, corrupt, uncommercial or dishonest practices, in any of his business dealings with members or others. Nor shall any member be guilty of making or circulating any false or slanderous reports relative to the business affairs of other members, or relative to the officers, appointees and com'ites of the Ass'n, or the general management of the market."

Provision is made in the rules and regulations of the Board of Trade for the investigation and passing upon solicitors and brokers for the members of the organization. A solicitor's or broker's name must be posted on the bulletin board on the exchange floor 7 days after which it is approved or disapproved by the membership com'ite of the Board of Trade. If approved upon investigation by this body it is passed upon by the Board of Directors in the regular course of business before the solicitor can be hired or the broker accepted.

Kansas City Board of Trade's New Building.

A monument to the courage and enterprise of the Kansas City Board of Trade, stands the new Board of Trade building at 10th and Wyandotte streets. A modern fire proof building with all the latest and best conveniences and accommodations for expediting the handling of the city's growing grain trade.

Excavation was started November 12, 1923. The erection of the steel work was begun in April of the following year. On December 15, 1924, the first tenant moved in.

Outside dimensions are 142x142 ft. It is built of structural steel with outside walls of brick and terra cotta and absolutely fire-proof thruout. Even the sashes and window frames are of steel and the walls are of channel steel covered with plaster board and plaster so as to be positively sound proof. They may be readily removed and rebuilt so as to change an office to suit the tenant. The only wood used is the Philippine mahogany doors and trimming.

The fourteen story H shaped structure contains 142,000 sq. ft. of floor space divided into approximately 450 rooms. Each office has an outside exposure. Each floor is served by 6 elevators operated by 6 motors of the 660-ft. type.

All modern conveniences such as a barber shop, wash rooms on each floor, iced drinking water on each floor and a restaurant on the ground floor are provided.

Before construction the Kansas City Board of Trade contracted to use 100,000 sq. ft. of space. Every grain and milling company in Kansas City has offices in the new building with the exception of two milling companies which had long time leases where they were and considered it inadvisable to change. The grain and allied trades use 68% of the total floor space.

The Exchange Hall is on the 14th floor, occupying the whole of the south wing. It is 54x140 ft. and 30 ft. high. The ceiling is paneled in celotex, a non-echoing composition, which has been a source of much satisfaction to the traders and others on the floor during active trading hours. No staccato workings of tickers and telegraph keys ring and resound thru the hall. The floor has an area of 7,800 square feet, including the grain pit and the cash wheat section. This exceeds the old trading floor by 20%.

The pit is on the east half of the trading floor. Close-by, against the south wall, under the quotation boards, are the branch offices of the telegraph companies. Semi-dividing the floor is the telephone counter carrying the lines of various grain companies.

On the west half of the trading floor are arranged 35 substantial sample tables, where the members of the Board of Trade exhibit the samples of grain they have to offer. Large windows surround them on 3 sides and, with large light-defusing fixtures from the ceiling, keep them well lighted. Along the north wall are several telephone booths and on shelves at intervals along the other walls are other telephones.

Four office rooms and a cloak room comprise the sec'y's offices in the west end of the north wing on the 14th floor. File cases are all of steel. One large room with a long steel counter, under which is filing space, is used by the ass't sec'y, ass't traffic commissioner and others of the sec'y's staff where the business of the exchange is transacted.

Next to it, occupying the northwest corner of the 14th floor, is Sec'y Scott's private office and well stocked library. Adjoining this is the directors' room with a long mahogany table, surrounded by heavy upholstered chairs. Next is a cloak room for the members of the staff. E. D. Bigelow, ass't to the pres., has a private office next to the general office, where he looks after affairs of the exchange.

Considerable difficulty was experienced in housing the protein testing laboratories. The heavy fumes from the sulphuric acid used in the digesters persisted in working their way down and permeating the floors below, in spite of all efforts to disperse them. Finally a second building, 44x70 ft., of structural steel and stucco, with a concrete floor, was built on top of the building for this purpose. This was divided into 2 parts, one for the Missouri State and one for the Kansas State protein testing laboratories. The sulphur fumes are dispersed with a wood ventilating stack, equipped with baffle boards and water sprays. Rumor has it that the federal government will soon establish a 3rd laboratory at Kansas City.

The new Board of Trade building, erected at a cost of approximately \$1,500,000, is owned and operated by the Board of Trade Building Co., headed by Joseph A. Bruening, a corporation formed in December of 1923 for this purpose. The architects were McKecknie & Trask and the contractors, Pratt-Thompson Construction Co. The rental manager is J. D. Riner, who states with considerable satisfaction that he "has never met a finer bunch of business men than the Kansas City grain men. The word of each is as good as his bond."



Part of the Well Equipped Exchange Hall of the Kansas City Board of Trade.

Get your certificate from the Secretary of the Grain Dealers National Ass'n. It will reduce your carfare to Kansas City 25%.

**EXPORT WHEAT MILLING
OATS
CORN**

NORRIS GRAIN CO.

940 BOARD OF TRADE
KANSAS CITY, MO.

OPERATORS OF
**NORRIS ELEVATOR
MURRAY ELEVATOR**

TOTAL CAPACITY
4½ MILLION BUSHELS

NEW YORK

CHICAGO

KANSAS CITY

ST. LOUIS

WINNIPEG

MOORE-SEAVER GRAIN CO.

Incorporated

Board of Trade Building

Kansas City, Mo.

Operating K. C. S. Elevator

WHEAT

CORN

BARLEY

OATS

Always in the Market
Members principal Grain Exchanges

Branch Office - Fort Worth, Texas

Wyandotte Elevator Co.

Board of Trade Building
Kansas City, Mo.

GRAIN MERCHANTS

Milling Wheat Specialists

Elevator Capacity

2,500,000

Bushels

Oscar T. Cook, *Manager*

"Since"
1 8 7 8

C O N S I G N M E N T S	Wheat	F U T U R E S
	Corn	
	Oats	
	Provisions	
	Stocks	
	Barley	
	Kaffir	
	Milo	
	Bran	
	Shorts	
	Midds	
	Red Dog	
	Chicken Wheat	
Milling Wheat		

B. C. CHRISTOPHER & CO.

MEMBERS:

Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Exchange

PRIVATE WIRE OFFICES:

Topeka, Salina, Dodge City, Hutchinson,
Atchison, Great Bend, Arkansas City,
Norton, Beloit, Kan., Sedalia, Joplin,
Springfield, Mo.

**Rooms 200-216
Board of Trade**

Kansas City, Mo.

Future Trading at Kansas City.

The growth of the Southwest as a grain producing territory is reflected in the growth of future trading in the pit of the Kansas City Board of Trade. Country dealers make good use of the market in hedging their transactions, as do also the millers purchasing Kansas hard wheat. The methods followed are similar to those in vogue in other futures markets, being supervised by the Federal Government, but the volume of trading has grown rapidly.

Kansas City brokers require their customers to put up a 10 to 20 cents per bu. margin on all trades in futures according to the price activity of the grain traded in and the financial ability and character of the customer. Telegraph service from all points in the country and between markets permits other than local orders to be executed almost as quickly as those within the building.

All members of the Board of Trade handle orders for futures as a service to their customers. The commissions set by the Board of Trade as a brokerage fee covering the opening and closing of a deal, are \$7.50 for deals of 5,000 bus. or multiples thereof and \$2.50 for deals of 1,000 bus. or multiples thereof. Should a deal not be closed out, but delivery taken, the brokerage fee is waived and straight cash commission charged.

A credit is sometimes granted on future trades from members of the Kansas City Board of Trade and members of other exchanges. When a layman's margin is wiped out he must put up more margin or his trades will be closed out. Members cannot afford to carry a customer financially.

The volume of future trading in all grains at the Kansas City market has ranged between 500,000,000 and 800,000,000 annually for the past 5 years. In 1921 the total was 703,480,000 bus.; '22 totaled 57,214,000; '23 ran 525,654,000; and '24 shows an upswing again to 605,833,000 bus. The best record for the last 5 years has been made in 1925 thus far, the total for the first 7 months being 550,598,000 bus. By months this year beginning with January and ending with July, the future sales records have been 82,241,000; 92,836,000; 101,488,000; 72,561,000; 59,940,000; 68,779,000; and 72,753,000 bus. Trades by days have ranged from 1,259,000 bus. to 7,735,000 bus., the latter being made on Feb. 13. On the March 13 future sales totaled 7,127,000 bus.

The volume of wheat futures has shown a decrease since 1921 when they totaled 527,560,000 bus. but are staging a strong comeback this year. In '22 the record was 393,181,000; '23, 347,163,000; '24, 371,676,000. The first 7 months of 1925 records a total of 365,524,000 bus., with 5 months to go. The records of sales by months for 1925 are January, 55,924,000; February, 60,880,000; March, 68,685,000; April, 41,229,000; May, 39,715,000; June, 45,845,000, and July, 53,246,000.

The development of Kansas City as a corn market is shown by the future trades in that commodity from 1921 until the present. For '21 the total was 168,538,000 bus.; '22, 168,447,000; '23, 176,115,000; '24, 232,430,000, and the first 7 months of 1925, 181,893,000 bus. Monthly sales records ranged between 19,322,000 bus. and 32,048,000 bus.

A large increase in future trading on all grains is shown in the 1925 record for July, which shows the average daily one side open contracts to have been 11,293,000 bus. The 1924 record was 9,121,000 bus.

Comments on the reports of W. F. Logan, grain exchange supervisor of the Kansas City market for the Grain Futures Administration of the U. S. Dept. of Agriculture, show some of the record breaking volumes.

"The volume of trading on the Kansas City Board of Trade for the month of March was the largest for the period of which records are available. The trading reached a total of 101,488,000 bus., or an average daily trade of 3,903,000 bus. in 26 trading days. Total transactions in wheat were 68,685,000 bus., the largest on record for one month.

"Total futures transactions on the Kansas

City Board of Trade Feb. 13—7,735,000 bus.—was the largest single day's future business in the history of the Board. The previous record was 7,648,000 bus. made on Dec. 12, 1916. Trading in corn futures—3,182,000 bus.—was also an all time record.

The Kansas City Board of Trade's Telegraph Service.

Two telegraph companies give the Kansas City market the best of telegraph service direct from the Exchange Hall to all markets. Both the Western Union Telegraph Co. and the Postal Telegraph-Cable Co. have space under the market posting boards on the south side of the trading floor.

The Postal Telegraph-Cable Co.'s branch has a space 30x14 ft., and employs 20 to 25 persons at all times. Ten to 12 of these are operators. Private wires are maintained to all leading exchanges and 1 to 2 minute service is given on trading orders. All messages are repeated. Five to 10 minutes is the regular time allowed on ordinary business, tho that much time is seldom used.

A special reduction in the rate for messages sent from the Exchange Hall is in effect during the trading sessions. The regular rate on a 10-word message to St. Louis is 35 cents. During trading sessions this is reduced to 25 cents and 2 cents more for each additional word. The regular rate to the Chicago floor is 48 cents. This is reduced to 36 cents with an extra charge of 2½ cents for each additional word, during sessions. A 20% reduction is in effect on intrastate messages.

Instantaneous connections are made between markets on the long-distance telephones maintained by this company, one of which is in the office and others in booths on the north side of the trading hall.

Postal Telegraph operators handle the Minneapolis, St. Louis and Kansas City quotation boards. This office has made an excellent record. It is in charge of W. T. Richards.

The Western Union Telegraph Co. has a space 40x14 ft. and uses approximately 35 employees under J. A. Brown. Usually about 25 of these are operators. Back in 1915, it used to handle 800 to 1,200 messages daily. Now it averages between 3,000 and 4,000 a day and has sent as high as 7,500 messages in a single day. Fifteen minute service is maintained to all principal points in United States and Canada. Five to 7 minute service is general between points where one relay is necessary.

Seven wires connect the Kansas City trading floor branch with that in Chicago and 1 to 4 minute service is maintained on them. Direct wires connect the Kansas City floor with those in Minneapolis, St. Louis, New York, Hutchinson, Wichita, Salina, Dallas, New Orleans, Omaha, Oklahoma City, St. Joseph and Denver.

The Chicago quotations are chalked up by Western Union operators.

Various kinds of commercial news data service is sent out from this office to other interested points. Special class 12, sent out immediately after the close, gives the close on the option market, a detailed report on the cash sales of hard wheat, the range of prices on Nos. 2 and 3 white, yellow and mixed corn, the receipts and shipments for the day on wheat and corn, and the tone of the market on wheat and corn and kafir and milo.

Classes 9 and 5 give the range of sales on the cash market on all commodities traded in. Various other kinds of information, including market gossip, is sent out at set periods during the day and after the close.

To facilitate great speed in the delivery of messages to the private offices and to the plant offices tube service is maintained between the main Kansas City office and the branch offices located on the trading floor, the 10th floor of the Board of Trade building, and the lobby of the Baltimore hotel. Messages are tubed from the receiving office to whichever office is closest the ultimate destination.

A time punching clock on the counter is used to record the filing time on messages to be sent. The telegraph keys are arranged in so far as possible along the inside of the counter and signs tell the sender to which markets each operator sends, so that the dealer may deliver the message directly into the hands of the proper operator. All market orders are repeated for accuracy's sake.

A handy feature on this same counter is the most used pages of the grain telegraph cipher code arranged under a glass cover for the grain man's convenience. Three of these are placed at intervals along the 40 ft. stretch.

The celotex ceiling of the trading hall has proved a great convenience to the telegraph operators. In the old hall they had to use tin cans behind their receiving sounders in order to hear them. But the celotex ceiling prevents the echoing and re-echoing of the mad-house in the pit, hence the cans are no longer necessary.

Private Wire Houses.

Seven Chicago private wire houses do business at Kansas City. Some of them have single wires that connect only with Chicago offices; others have direct wires to St. Louis and Peoria also. Still others operate wires from branch offices of Kansas City firms in smaller cities of the Southwest.

All wires are owned by the A. T. & T. and leased to the firms operating them. The greater share of the future trading in Chicago from Kansas City is conducted over duplex wires, which permit messages to be sent and received over the same wire at the same time. A single wire permits a message to be sent only one way at a time.

Lamson Bros. & Co. has a large branch office managed by B. L. Hargis. Besides the duplex wire operated to Chicago, it operates 15 other wires to branch offices of B. C. Christopher & Co.; Fuller Grain Co., and 1 to Dallas, Tex., for which Jenks-Gwymmm & Co., a New York stock and bond house, is correspondent.

Harris, Winthrop & Co., managed by A. J. Izzard, operates wires to branch offices of Scoular-Bishop Grain Co. and Hodgson-Davis Grain Co., as well as to Chicago.

Jackson Bros. & Co., in charge of J. B. Bracken, reaches all terminal and primary mar-



W. F. Logan, Kansas City, Mo., U. S. Supervisor of Future Trading.

kets with the exception of Galveston, thru a duplex wire to Chicago.

Uhlmann Grain Co. operates private wires to the branch offices of Goffe-Carkener Co. and to the Empire Grain Co. at Topeka, in addition to a single wire to Chicago. It is under the direct supervision of Paul Uhlmann.

Bartlett Frazier Co., managed by W. H. Izzard, and Farnum, Winter & Co., managed by Frank Logan, have single wires direct to their Chicago offices.

James E. Bennett & Co. has a duplex wire to Chicago and 2 single wires to its office in Denver, besides other single wires reaching its offices in Emporia, Topeka, Salina, Hutchinson and Wichita, Kan., Enid, Oklahoma City, Ponca City and Fort Worth, Okla., and Excelsior Springs, Mo.

The extent to which private wire houses influence and extend over the Southwestern territory is readily discernible from the points at which Kansas City companies have branch offices.

B. C. Christopher & Co. operate branch offices at Arkansas City, Topeka, Dodge City, Great Bend, Hutchinson, Atchison, Beloit, Salina and Norton, Kan., Sedalia, Springfield and Joplin, Mo., besides a stock-yard branch office in Kansas City, furnishing its own operators and operating over Lamson Bros. & Co. wires.

Goffe & Carkener Co. has branches at Salina, Wichita, Colby, Clay Center and Hutchinson, Kan., doing business from them over Uhlmann Grain Co. wires.

Hodgson-Davis Grain Co. has offices at Springfield, Mo., and Atchison, Kan., with which they are connected by Harris, Winthrop & Co. private wires.

Scoular-Bishop Grain Co. operates branches at Superior, Holdredge and Beatrice, Neb., using Harris, Winthrop & Co. wires, and Omaha, reached by public wires.

Fuller Grain Co. has an office at Fairbury, Neb., which it reaches thru a Lamson Bros. & Co. wire.

Vanderslice-Lynds Grain Co. has a branch at Omaha under C. O. Lyle, and tho it has no private wire connection it uses the Postal Telegraph and Western Union to good advantage.

Davis-Noland-Merrill Grain Co. has the former Armour wire direct to Chicago, and has private wires to Wichita, Salina and Hutchinson, Kan.

Thru these numerous private wires and the telephone lines between the branch offices and country grain dealers, a shipper can readily conduct his hedging operations and option trades in the Kansas City or Chicago markets from almost any point in Kansas, Missouri, Nebraska and Oklahoma. By continued relays he can reach all other terminal and primary markets.

The private wires are used for market gossip, trade news, crop reports, etc., as well as for delivering and receiving orders. They reach out like long fingers on the pulse of the trade, giving the small grain dealers at interior points the latest market dope almost as quickly as the Chicago operator.

The Secretary of the Kansas City Board of Trade.

W. R. Scott, Secretary of the Kansas City Board of Trade, has spent a lifetime in the transportation business, dealing with cold facts and figures and geographical outlines. Yet he has found it interesting and is now a veritable gold mine of such information. As Sec'y and Transportation Commissioner he is much concerned with rates and transportation matters and is guarding the interests of the market in the ceaseless play and counterplay of freight rate movements.

Mr. Scott was born in Mound City, Kan., and in 1900 entered the services of the Missouri Pacific R. R. in the freight office at St. Louis. During the 5 years that followed he became thoroughly acquainted with all forms of general railroad office work. It was a sort of

[Continued in col. 3.]

The Grain Clearing Company.

BY WM. MURPHY.

The "Grain Clearing Company" is a vehicle of convenience and safety in handling future trades between members of the Kansas City Board of Trade.

All trades for future delivery, made in the pit on the Board of Trade floor, must be cleared through the Grain Clearing Company. The method of clearing is simple.

After the close of the market each business day each company, firm, or person having membership privileges on the Board, who has made any trades in grain for future delivery in the pit or has any such trades previously reported, must make out a statement to the Clearing company showing all previous open trades to which is added, in detail with the names of the buyers and sellers, all trades made during the day.

Then all open trades are figured to the close of the market and settlement is made with the Clearing Co. based on the closing prices shown on the Board that day. If the statement shows a balance due the Clearing Co. the party making the statement must attach his check, payable to the Clearing Co. for the amount due. If the statement shows a balance due the party making the statement a Clearing Co. check for such balance is attached and the Clearing Co. manager signs and returns it.

After the statements are all in, checked up and found to be correct and settlements made by the Clearing Co. the identity of the traders is lost to each other and the Clearing Co. assumes the position and responsibility of buyer and seller on all open trades thus reported and accepted by the Clearing Co.

There must always be a purchase when there is a sale. If a difference occurs between buyer and seller in making report to the Clearing Co. the trade is thrown out, but may be cleared the next day or later if the difference between the buyer and seller has been adjusted.

The Clearing Co. manager may call for margins at any time, which margins may be retained in whole or part, for such amounts as

in his judgment are justified by market conditions. When margins are called they must be paid at once; failure to do so gives the Clearing Co. manager the right to have all trades of the party in default closed out at once to the best possible advantage at the time.

A nominal charge, sufficient to pay overhead expenses, is made on each trade cleared.

All war tax is paid by the seller, but as a matter of convenience the Clearing Co. pays the tax and is reimbursed by the sellers.

The state tax is paid by the seller and statement of each sale is made showing name of buyer, state stamps attached and handed to the Clearing Co. who cancels the stamps and passes the statements on to the buyer for the purpose of checking up to see that the state tax is paid on all sales.

All statements to the Clearing Co. must be in at the time prescribed in the rules. In order to insure promptness in this respect a fine of one dollar is imposed for the first fifteen minutes late and a dollar for each five minutes thereafter, with a maximum fine of seven dollars.

In order to encourage accuracy in making these statements and to facilitate the rapid checking of same by the Clearing Co. a fine of twenty-five cents is imposed for each error discovered in the statements.

When the delivery month arrives the seller may any time during the month make delivery to the Clearing Co. with proper papers attached as provided in the Board of Trade rules covering such delivery, with invoice for the full value of the grain represented by the papers, based on the last market closing price of the grain being delivered.

The Clearing Co. immediately invoices the buyer or buyers having the oldest open contracts for the kind of grain being delivered, in the same manner. The Clearing Co. pays the seller and collects from the buyer. One delivery by a seller may be of sufficient quantity to fill several purchases.

Deliveries are usually made by warehouse receipts representing a specified amount of the contract grain in store in a regular elevator or warehouse within the switching limits of Kansas City. There is a provision, however, whereby deliveries may be made in cars on track during the last six days of any delivery month.

The officers of the Clearing Co. are C. W. Lonsdale, pres.; B. C. Moore, 1st vice pres.; E. O. Bragg, 2nd vice pres.; H. F. Spencer, secy.-treas.

[Continued from col. 1.]

apprenticeship which he further developed with a year in the office of the Santa Fe at Topeka, Kan. From there he went to the Santa Fe's commercial agent's office at Kansas City, where he spent two years before returning to the Topeka office as chief rate clerk in the general freight office.

Finding opportunity to be of greater service to the shipping public by concerning himself with their problems from their own standpoint, Mr. Scott entered the service of the Public Utilities Commission for the State of Kansas as ass't to Judge A. B. Helm, then commerce counsel, in 1915. Here he added very materially to his knowledge of the laws governing shipping, and also became very much interested in a certain Miss Beula Bissell, whom he later married.

During this time the Kansas City Board of Trade had been developing to the stage where its transportation problems were numerous and needed the full attention of an expert. Learning of Mr. Scott, it made him an offer in 1920 that he accepted. In 1923 the duties of the sec'y were also added to his burden and he was given two assistants.

He has represented the Board of Trade in the National Industrial Traffic League, where he was chairman of the B/L Com'te. He was chairman of the Grain and Grain Products Com'te of the Trans-Missouri-Kansas Regional Shippers' Ass'n.



W. R. Scott, Sec'y Kansas City Board of Trade.

Get a Broader Vision by Attending the G. D. N. A. Convention at Kansas City Oct. 12-14.

Kansas City's Trade in Field and Grass Seed.

The volume of trade conducted at Kansas City in field and grass seeds aggregates close to \$6,000,000 annually. Receipts of kafir corn, milo maize and feterita alone, during 1924, totaled 4,637,600 bus. Shipments in the same period totaled 3,076,600 bus.—more than twice what they were the year previous. Certainly a large and growing market.

The Kansas City wholesale field and grass seed dealers conduct a tremendous business in the domestic, export and import fields. Two large houses, possessed of numerous branches and growing lands, make their headquarters here.

The Rudy-Patrick Seed Co. started in a small way in 1911 and rapidly expanded, making it necessary to move into larger quarters 3 different times. In 1915 it leased its present brick building, which is 110x150 ft., with the main cleaning plant 6 stories high, and, in 1920, purchased it. It contains approximately 85,000 sq. ft. of floor space and is fully equipped with bins, cleaners, sackers and efficient handling equipment. Switches from the Frisco and Mo. P. railroads directly serve the plant.

Blue grass, alfalfa and meadow fescue constitutes probably the larger proportion of its trade. Timothy and red-top are shipped in from farther east. Kafir, milo maize, feterita, the millets, etc., are also extensively dealt in, and a share of these later are used in a small poultry feed manufacturing plant owned by the company.

The Rudy-Patrick Seed Co. has a chicken-feed plant which uses a portion of the kafir-corn and other grains which it buys. It is a 140x75 ft. brick and iron-clad building, 1 story high with a grain elevator at one end, and several tanks on one side. It is located on the Mo. P. railroad at 2nd and Nebraska streets and is operated from the main office at the seed plant.

Some of the alfalfa seed received at Kansas City comes from a large cleaning plant, which the company maintains at Delta, Utah, in the finest alfalfa seed territory. Buying points have been established thruout the west.

Present officers of the Rudy-Patrick Seed Co. are H. S. Patrick, pres.; R. A. Edwards, vice-pres.; J. W. Miller, sec'y; and W. E. Hoover, treas. Capitalization has gradually been increased until it now runs over \$350,000.

The J. G. Peppard Seed Co. was started by Joseph Greer Peppard in 1887, in a limited way. Today it occupies a 225x150 ft. brick and wood plant with a 2-story warehouse and an 8-story working house and elevator, as well as a commodious basement. It is fully equipped for taking in every kind of grass or field seed and cleaning and preparing it for market. This plant is directly served by a switch from the Mo. P. R. R. Further storage space, amounting to from 200 to 250 carloads, is rented in other Kansas City warehouses annually.

This company's alfalfa seed business has grown to be the largest in the world. Branch offices have been established at Vernal, Utah, and Cortez, Colo., in a vast alfalfa seed producing territory, over 62,000 acres of which is used exclusively for growing the Peppard seed. A large cleaning plant was built at Delta, Utah, the center of this territory, in 1920, and Chas. P. Peppard placed in charge. Similar plants have been erected at Roosevelt and Duchesne, Utah, since, and are managed by J. G. Peppard, Jr.

Meadow fescue, Kentucky blue grass, sudan, cane, millet and various other field seeds are also dealt in heavily, a large export and import, as well as domestic business, being conducted from the office at Kansas City.

J. G. Peppard, Sr., early introduced his 3 sons in the business. The company was incorporated in 1909. The present officers are J. L. Peppard, pres.; J. G. Peppard, Jr., vice-

pres. and treas.; and Mrs. Julia L. Peppard, sec'y. J. G. Peppard, Sr., is the largest stockholder and director-at-large. He still spends most of his time at a desk in the business to which he has given over half a century.

Kansas City Seed & Grain Co. owns and operates a 50,000-bu. house on the Frisco. The capacity is about evenly divided between bulk and sack storage. Construction is of wood, partially iron-clad and partially stucco. A single track from the Frisco gives it a handling capacity of 5 or 6 cars per day. It is equipped with a battery of seed cleaners and coarse seed is the chief product handled. A. J. Poor is the sole owner.



E. L. Morris, Kansas City, Mo., S. W. Manager U. S. Grain Grades Supervision.

The Joint Congressional Commission on Postal Rates is meeting with such a volume of complaints against the newly inaugurated increased postal rates that it is doubtful they will dare to recommend anything other than the re-institution of the old rates.

Federal Grain Supervision.

Offices of the Southwest Division of the federal grain supervision of the United States Department of Agriculture are in Kansas City in connection with the local district office. Approximately 1,760 square feet of space is used.

The Kansas City office has jurisdiction over the grain inspection departments maintained at St. Joseph, Springfield and Carthage, Mo.; Leavenworth, Atchison, Coffeyville, Topeka, Abilene, Salina and Clay Center, Kan., in addition to the two state inspection departments in Kansas City.

E. L. Morris is division supervisor; Martin Schuler, district supervisor. The office has 16 employes, 4 supervisors, 1 ass't supervisor, 4 clerks, and 7 samplers.

The federal grain supervision department in Kansas City maintains uniform and correct application of the federal grades as applied by licensed inspectors at the various inspection points within its jurisdiction. It also handles all appeals for the Kansas City district which are referred to it by the grain and milling trade. Any grain firm interested in a car of grain may appeal the grade to the local office, in which event, Federal Appeal Grade Certificates are issued superseding those issued by the licensed inspector. A fee of \$1 is charged if the licensed inspector's grade is sustained. Provision is made that grain firms may call for a Board of Appeal, which is final. In the latter case samples are sent to general field headquarters at Chicago, and a charge of \$1.50 is made if the grade is sustained. In appeals to both the local office and the general field headquarters no charge is made if the grade is changed.

Appeals may be called within 2 days after inspection and a Board Appeal within 24 hours after the local appeal.

Provided more taxes are lavished in the development of the St. Lawrence, and Mississippi and connecting water routes, and that the Welland Canal be extended to accommodate whatever size boat shall tender a cargo for passage, Chicago bids well for a place of high rank among the export markets of the world.

L. P. North, Scale Inspector.

[Continued from 3rd column, page 290.]

unloading starts on the next car. Then an overage in the weight of the first car will appear and a shortage on the second car.

Mr. North recommends adjustments on such weights. All records are kept on the cars in the order in which they pass over the pit to facilitate this checking.

Mr. North gained most of his scale experience in the Fairbanks scale factory, where he was a foreman for a number of years.

Federal Grain Supervision Department.



Front row, left to right: A. R. Matters, Ass't Supervisor; Martin Schuler, C. B. Wright, Supervisors; Fern Satterwhite, Clerk; H. W. Long, Ass't Supervisor, Lee Gallaher, Supervisor in Charge Laboratory. Back row: Ed. O'Laughlin, Leonard Wood, Samplers; Cinnie M. Sigman, Clerk; J. W. Fletcher, Sampler; Eulah Jackson, Clerk; Geo. E. Edwardson, Sampler.

ROCKY MOUNTAIN GRAIN & COMMISSION CO.

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Western Wheat

1266 Board of Trade
Kansas City

Omaha

Denver

Minneapolis

F. B. Clay

J. F. Leahy

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To

Receivers



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Kansas City, Missouri

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C. A. Rogers, Mgr.
McCook, Nebr.
Office

C. E. Carroll, Mgr.
Hoisington, Kans.
Office

Nye & Jenks Grain Co.

and Affiliated Companies

GRAIN MERCHANTS

OF

Milling Wheat

Since 1865

*Commission Orders Executed
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Between Terminal Markets*

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CHICAGO
KANSAS CITY
OMAHA

COUNTRY ELEVATORS THROUGHOUT
NEBRASKA
KANSAS
IOWA
MINNESOTA
SOUTH DAKOTA

Expert Service insures Satisfaction

Forty-five years in business

Established 1880

RUSSELL GRAIN CO.

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SPECIALISTS in all Depts. PERSONAL Attention

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BUYING**

**FUTURES
SHIPPING**

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St. Louis Merchants Exchange
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HAROLD A. MERRILL, Treas.

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5,500,000 Bushels of Modern Fireproof Storage

Private Wires to All Principal Markets

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1124-1135 Board of Trade
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87 Board of Trade
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Elevator Capacity at Kansas City 1,300,000 Bushels

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St. Louis, Mo.
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D. O'Connell, Mgr.

Fort Worth, Tex.
406 Neil P. Anderson Bldg.
C. G. Wilkins, Mgr.

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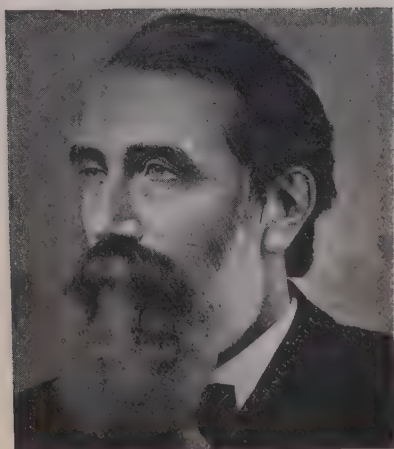
Chicago Board of Trade

New York Produce Exchange

Kansas City Board of Trade

Winnipeg Grain Exchange

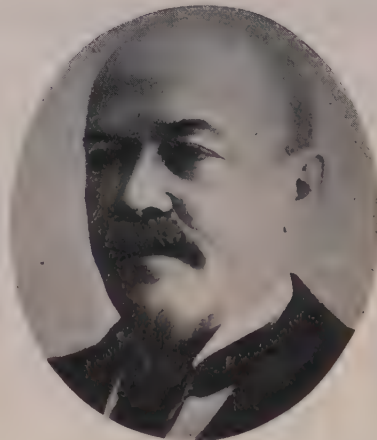
Minneapolis Chamber of Commerce



Edward H. Allen—1885-1894



John K. Davidson—1895



Rufus C. Talpey—1896



Lewis M. Miller—1897



Alexander McKenzie—1902



Benjamin C. Christopher—1903



James E. Seaver—1904



Wallace C. Goffe—1905



Charles W. Lonsdale—1910



Celsus P. Moss—1911



George H. Davis—1912



Robert J. Thresher—1913



Orla A. Severance—1918



Guy A. Moore—1919



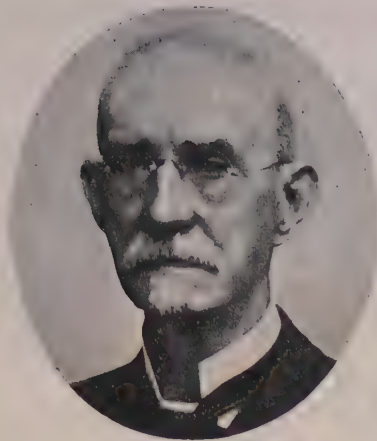
Fred C. Vincent—1920



Benjamin L. Hargis—1921



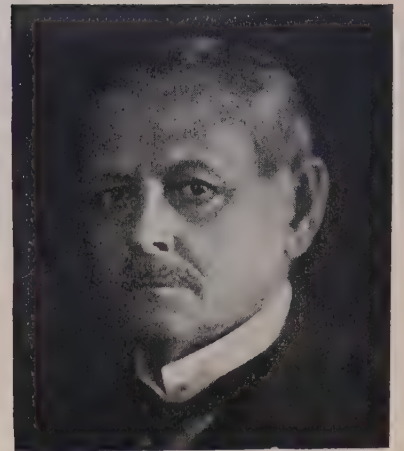
Perry T. Hamm—1898



John W. Moore—1899



William T. Kemper—1900



Benjamin F. Hargis—1901



Joseph O. Bradenbaugh—1906



Thomas J. Brodnax—1907



Harry J. Diffenbaugh—1908



Frank G. Crowell—1909



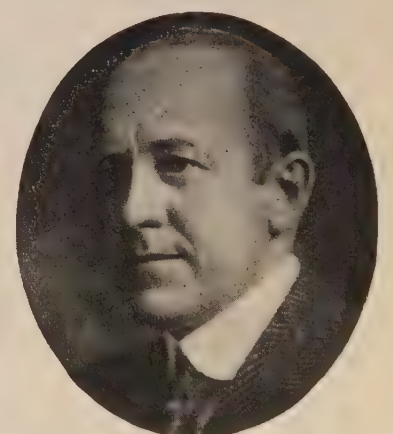
Alvin L. Ernst—1914



DeForest Piazzek—1915



Benjamin C. Moore—1916



George S. Carkener—1917



James N. Russell—1922



Harry J. Smith—1923



Allen Logan—1924



Harry C. Gamage—1925



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Superior**

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Grain Co.**

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GRAIN COMPANY**

Commission Merchants

Board of Trade

Kansas City, Mo.

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This Space Presents
GOFFE & CARKENER

Incorporated

Kansas City, Mo.

Commenced business April, 1893, as Goffe, Lucas & Carkener. Upon the death, in 1903, of Mr. P. F. Lucas, continued as Goffe & Carkener. Incorporated April, 1922, GOFFE & CARKENER, INC., and during these years maintaining and building up a sound, safe business policy that should surround a general Commission business:

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EDGAR WOOD, Treas. **R. A. WOOD, Asst. Treas.**

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FUTURES—all markets—with The Uhlman Grain Co., Chicago. Private wires to Salina, Hutchinson, Wichita, Clay Center, Colby, Kas. In charge of GUS STEWART.

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We Buy and Sell Any Kind of Grain That Is Grown
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Kansas City, Mo.

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Commission Merchants
Three years old
and going strong.*

The Grain Elevators of Kansas City.

Most terminal grain markets of size have some district set apart for the grain elevators, due to the fact that a concentration of railway facilities or of water frontage has given one location in the terminal superior advantages.

In Kansas City, however, each of the big railroad lines hauling grain to the city has some advantages of its own, so that, altho there is some grouping of the elevators and mills, the grain handling houses may be said to be well scattered, this incidentally avoiding congestion.

By far the greater number of the elevators at Kansas City are of up-to-date construction, as to design and material. These houses have been built not merely for weighing and transferring but each house has ample storage in connection, and where not originally provided with generous storage room annexes have been built. This reflects the substantial character of the Kansas City grain market as a reservoir of raw material for the wheat mills, corn mills and the feed manufacturing industries.

The wheat coming in is usually of too good a quality to require renovation; but it is safe for a shipper to consign smutty wheat to that market as several elevators are equipped with wheat washing machines. Considerable mixing is done, much of it for the account of and by the order of millers for their own use.

The service demanded of and performed by the grain elevators of Kansas City is rapid transferring and storing.

In 1879 the storage capacity was only 1,495,000 bus. In 1900 the capacity was 6,365,000 bus. By 1910 it had reached 11,110,000; in 1920 it was 26,940,000, and this has been again raised to 33,900,000 bus. at present.

The speed with which grain is handled is unsurpassed. The Santa Fe elevator "A" is equipped with 4 electric automatic unloaders, 4 receiving and 4 shipping legs of 25,000 bus. an hour capacity. The Wyandotte elevator has tracks so arranged that it does its own switching and does not have to wait for the attention of the railroads.

In a day of 8 to 10 hours the elevators can unload 1,395 cars of grain, and the flour mills 200 cars. When a rush of grain crowds the elevators, as occurred in 1924, they can operate 16 or more hours per day and unload 3,000 carloads. The handling capacity of the market is not limited to this number of cars, as much of the grain received is reshipped without unloading from the cars.

The receipts at the market during 1924 give some idea of the volume these facilities handle. These figures are 90,823,950 bus. wheat; 23,112,500 bus. corn; 4,637,600 bus. kafir corn, milo maize, and feterita; 7,692,500 bus. oats; 323,400 bus. rye; 682,500 bus. barley, which makes a total of incoming grains of 127,272,450 bus.

Following are descriptions of the Kansas City elevators:

The Santa Fe Elevator "A," located on the Santa Fe railroad in Argentine, is operated by the Davis, Noland, Merrill Grain Co. It is a modern reinforced concrete house with capacity for 5,500,000 bus. and is equipped with all the latest machinery and electric power. Forty-four tanks have capacity for 65,000 bus. each. Over a hundred bins have capacities ranging up to 23,000 bus. and each is equipped with thermometers for registering the temperature of the grain. The driers can handle 80,000 bus. of corn in 24 hours. Construction has just been completed on a new rapid-handling concrete working house with 15 legs and this will be in operation soon. It will be equipped with 4 Metcalf electric automatic unloaders capable of unloading 240 cars of grain in 8 hours. Each of its 4 receiving and 4 shipping legs will elevate 25,000 bus. per hour, which makes it the fastest handling house in Kansas City. Four tracks from the Santa Fe serve the plant. Two more tracks are used for loading and can handle 250 cars a day. Officers of the company are Geo. H. Davis, pres.; N. F. Noland, vice-pres.; H. A. Merrill, treas.; M. Gundelfinger, sec'y. E. I. Odell is gen'l superintendent. Frank Wilson is superintendent of the elevator.

Santa Fe Elevator "B" on the Santa Fe Railroad in Argentine, Kan., is owned by the Armour Grain Co., of Chicago. The house is of cribbed construction, with 400,000 bus. capacity. It is served by two tracks and is able to load and unload about 20 cars a day. At present it is not being operated.

The Norris Elevator on the Kansas City Southern Railroad, operated by the Norris Grain Co., with Chas. Lindensmith as superintendent, is one of the fastest handling houses. Altho a public elevator, most of the grain going thru the house is owned by the Norris Grain Co., and is shipped to Southern ports. The working house is 45x100 ft. and 184 ft. high. It contains two grain cleaners of 1,000 bus. capacity each per hour, a clipper of 1,500 bus. capacity, a wheat washer to remove smut from the grain and a disc separator. Like the working house, the storage annexes are built of reinforced concrete and will hold 1,800,000 bus. The tanks are 18 ft. and 23 ft. in diameter, the two groups having been erected at different times, all being 90 ft. high, and are 48 in number, with 45 interspaces. In 8 hours 50 cars can be unloaded and 75 cars loaded out.

The Murray Elevator, operated by the Norris Grain Co., has capacity for 2,500,000 bus. in 40 tile tanks, 32 concrete tanks and many interstice bins. The gallery is extra large and thoroughly ventilated by means of numerous windows. Four large driers have capacity for drying 1,000 bus. per hour. All power is by individual electric motors. Three tracks from the C. B. & Q. R. R. and 4 unloading pits give it capacity for handling a hundred cars each way a day. Machinery is also being installed for grinding feed. W. J. Phealan is superintendent. Fred C. Hoose, vice-pres. and mgr. of Norris Grain Co., is gen'l overseer for both the company's plants.

The Wyandotte Elevator, one of the newest elevators in Kansas City, is located on the C. R. I. & P., is of all concrete construction and has capacity for 1,750,000 bus. centered in 44 large concrete tanks and interstices and 70 bins. It is operated by the Wyandotte Elevator Co., with Tom J. Emmert as superintendent. Twenty-four of the tanks, with capacity for 750,000 bus., have just been completed. The headhouse is 120x90 ft. and 156 ft. high. It is equipped with 2 dryers having a capacity of 20,000 bus. of corn a day, 3 cleaners and 4 clippers. The legs will elevate 18,500 bus. per hour. Conveyor belts are 42 inches wide. One of them connects with the 7,000 bbl. mill of the Southwestern Milling Co., where additional storage capacity makes a total of 2,500,000 bus. Four loading and unloading tracks and one empty track give an unloading capacity of 65 cars per 8-hour day. Four loading spouts permit the loading of 100 cars in the same time. The only switching required is that of setting the cars on the head tracks, from where they can be set at any point on the tracks by means of a car cable and a system of car pullers. The company is a subsidiary of the Standard Milling Co. of New York. The officers are A. P. Walker, pres.; J. A. Neville, vice-pres.-sec'y; Geo. McDonald, treas.; C. W. Sherman, ass't sec'y-treas., and O. T. Cook, mgr.

The Katy Elevator on the M., K. & T. is operated as a public elevator under lease to the Uhlmann Grain Co., Fred Uhlmann, pres., and Paul Uhlmann, v. p., and Richard Uhlmann, of Chicago, sec'y-treas. W. J. Kennedy is superintendent. The storage capacity of the elevator is 1,250,000 bus. in the 68 round and interstice bins and the 24 bins in the working house, which is 40x25 ft. and 184 ft. high. Two cleaners and a clipper are served by 16 bins. A new drier of 1,000 bus. hourly capacity has just been installed. This house has rapid handling facilities and does considerable mixing of wheat. It will unload 30 and load out 40 cars in 10 hours.

The Kansas City Southern elevator, a 1,100,000-bu. concrete house on the K. C. S. R. R., is operated by the Moore-Seaver Grain Co. The handling facilities will accommodate 60 cars in and 50 cars out in a 10-hour day. All machinery in the 70x150 ft. working house is run by electric motors. Equipment includes 26 large tanks, 163 bins, a 1,000-bu. corn drier and a 1,250-bu. oats bleacher. John Larkin is Supt.

The Wabash elevator, operated by Nye & Jenks Grain Co., F. C. Blodgett, vice-pres., and Kansas City mgr., has capacity for 950,000 bus. in 77 concrete tanks and interstice bins and a wood working house. Power is by individual motors for the most part. Two tracks from the Wabash Ry. permit unloading of 30 cars and loading out of 40 cars per day. Rice Nance is superintendent.

The Kansas Elevator of the C. & A. R. R. is now under construction and will soon be under roof. It will be of reinforced concrete and steel of 1,000,000 bus. capacity. Its four receiving pits under two tracks and three shipping tracks will facilitate the receiving and shipping of 75 cars per day of 8 hours. The working house contains 37 bins with a total capacity of 120,000 bus., and practically all the grain handling and cleaning machinery. Circular storage bins number 36 with 22 interstice bins. Four elevator legs, each capable of handling 12,000 bus. per hour will be installed. The plant is being arranged so that 1,500,000 bus. more storage can be added without making any changes in the working house. Machinery is modern in every respect and complete for cleaning, conditioning and mixing. Power will be by 25 individual electric motors. A dust collecting system will be installed. Horner & Wyatt, consulting engineers, drew up the plans and are supervising the work. The house is expected to be complete by the middle of No-

vember. The Kansas Co-operative Grain Co. will operate it.

The Great Western Elevator has 39 grain tanks, 19 being of tile and 20 of reinforced concrete, 80 ft. high and 18 and 25 ft. in diameter. The storage capacity is 1,000,000 bus. In a day of 10 hours 35 cars can be loaded and 35 unloaded. The drier will handle 500 bus. at a time, and the four cleaners will separate 500 bus. per hour each. With H. Hantz as superintendent the new lessees, Hall-Baker Grain Co., operate the extensive plant as a public elevator.

The Kansas-Missouri Elevator, operated by the Hall-Baker Grain Co. as a public house, has 3,000,000 bus. storage in 226 concrete bins 15, 25 and 40 ft. in diameter. This house was built in four units at different times, the round tanks alone numbering 155. The working house is 70x120 and 155 ft. high, and contains 7 legs, 7 cleaners and clippers. In connection are a Hess Drier of 800 bus., and a new Morris Drier of 1,500 bus. per hour capacity. The plant is well located on the Missouri Pacific, and can unload 70 and load 70 cars per day of 10 hours. A. Prudot is superintendent. A new modern fireproof working house is now being planned.

The Rock Island Elevator, which is 2 elevators joined together, is operated by Simonds, Shields, Lonsdale Grain Co. One is iron-clad and has capacity for 1,000,000 bus.; the other of concrete with numerous tanks, and storage room for 1,500,000 bus. All machinery is operated by electricity. The driers can handle 4 to 5 thousand bus. of corn per hour. One receiving track handles 85 cars per day and a shipping track is able to load an equal number. Other tracks from the C. R. I. & P. provide storage for 15 to 20 cars more. Officers of the company are C. W. Lonsdale, pres.; F. C. Vincent, vice-pres.; E. R. Morrison, sec'y-treas.; F. L. Rosenbury, ass't sec'y-treas. Ward Stanley is Supt.

The Milwaukee Elevator is operated by the Simonds, Shields, Lonsdale Grain Co. It has a wooden working house with bins able to hold 250,000 bus. and numerous concrete tanks which will hold 2,750,000 bus. more. Two tracks from the C. M. & St. P. R. R. give it a total receiving capacity of 160 cars per day. Eleven other tracks are used for storage. The driers handle about 5,000 bus. of corn per hour. Power is steam and electricity. Chas. F. Peterson is Superintendent.

The Washburn-Crosby Grain Elevator has a capacity for 2,250,000 bus. and a handling capacity of 105 cars in and 95 cars out in 10 hours. The three unloading legs fill 127 bins and 16 cleaner bins. A monitor separator is included in the equipment, altho grain is not cleaned here for the various mills. Walter Lowe is superintendent of the elevator. Like Roy Swenson, grain buyer at Kansas City for the company, he hails from Minneapolis. This elevator handles grain to go to the company's plants at Chicago, Buffalo, Minneapolis and Louisville. Last year the rush of wheat was so heavy the elevator was run 16 hours a day.

The Alton Elevator, owned by the Chicago & Alton, is operated by the Kaw Grain & Elevator Co., J. E. Rahm, pres.; A. McKenzie, v. p., and gen. mgr.; Frank Kane, sec'y-treas., as a public elevator, with Wm. P. Turner, superintendent. The eight concrete tanks, 80 ft. deep, have each a capacity of 25,000 bus., and the total storage is 300,000 bus. The working house has five legs, 2 for unloading, 2 for shipping and one for the clipper, and can unload 30 to 35 cars a day and load out 50,000 to 60,000 bus. The machinery includes two modern cleaners of 5,000 bus. capacity each per hour, oat clipper of 1,000 bus. capacity, and drier handling 500 bus. per hour. This house was built 11 years ago on the site of the wooden elevator that burned at Lydia Ave., and Superintendent Turner has been in charge of the C. & A. Elevators for 41 years, having started with B. C. Christopher in the old State Line Elevator in 1878.

The Rosedale Elevator is owned and operated by the Fowler Commission Co. It is 150,000-bu. cribbed, iron-clad elevator on the Frisco. It is equipped with cleaners, clippers and a chop mill that will manufacture 5,000 sacks of chop a day. Each unit of machinery is run by an individual electric motor. One unloading track permits unloading of 12 cars per day. Two loading tracks will handle 20 cars a day. This company also leases 2 brick warehouses, known as "A" and "B," on the Missouri Pacific, which are used almost exclusively for hay. H. T. Fowler is the sole owner.

The Frisco Elevators, owned by the railroad company and operated by the Lathrop-Marshall Grain Co., with R. Beth as superintendent, are situated at Rosedale, Kan. One house has four and the other three tile tanks holding 100,000 bus. each, the storage in the working houses bringing the total to 1,050,000 bus. Forty to 50 cars can be unloaded and as many loaded in 8 hours. A clipper and a cleaner and two efficient driers doing 2,000 bus. an hour comprise the equipment. Wm. Lathrop is pres. and W. W. Marshall, vice-pres. of the company.

The Empire Elevator is part of an extensive warehousing plant, formerly the Heim Brewery, on the Missouri Pacific, and is of cribbed construction with a brick veneer. Its storage

capacity is 300,000 bus., and the handling capacity is 15 cars a day in or out. The 37 bins of 6,000 and 1,500 bus. capacity each are convenient for mixing and millers use this facility freely, the plant now being conducted as a public elevator. Logan Bros. Grain Co. leased the elevator last year and the year before operated the whole plant. The house has two cleaning machines, and two elevating legs. The superintendent is Wm. Ramsey, who formerly managed the elevator of the Kelley Milling Co. The officers of the Empire Storage & Ice Co. are: R. W. Gees, pres.; Wm. F. Helm, v. p., and Wm. R. Wilkerson, sec'y-treas.

The Atlas Elevator is a reinforced concrete structure, forming part of the group formerly operated by the Atlas Cereal Co. as an oatmeal mill, and feed and molasses feed factory. It has storage for 300,000 bus. in the elevator and one of the best hay warehouses in Kansas City. Ten cars per day can be unloaded and 6 cars of sacked stuff alone can be loaded out. The company became greatly overextended during the war and is now in the hands of a receiver, Fred S. Hudson, attorney-general of the C., M. & St. P.

The U. S. Elevator is operated by the Davidson Mill & Elevator Co., J. N. Davidson, sole owner. It has 60,000-bu. capacity. This is a 5 story, fireproof, concrete elevator with 5 bins and 7 large tanks served by 3 tracks from the K. C. S. On one end of it is a concrete and galvanized iron warehouse 733 feet long, with capacity for storing 500 carloads of sacked stuff. It is used almost exclusively for coarse grain, including large quantities of kafir, and mill-feeds.

The Eagle Elevator of 60,000 bu. capacity is operated by Henry Lichtig & Co. It has a feed mill in addition. It is located on about 3 acres of ground on the Mo. P. R. R. and has 4 tracks with capacity for 30 to 40 cars. The elevator is of wood construction, 148x48 ft. and 90 ft. high. It is equipped with 30 bins, cleaners, clippers and the usual terminal elevator facilities besides machinery for manufacturing chop, meal and poultry feeds. It is used chiefly for handling kafir corn and other chicken feed grains, and is easily able to take care of 20 cars a day. Each unit of machinery is operated by an electric motor. The company contemplates construction of concrete tanks for 150,000 bus. additional storage. The Henry Lichtig & Co. is composed of Henry Lichtig and O. A. Severance.

Work of the Southwestern Wheat Improvement Ass'n.

The Southwestern Wheat Improvement Ass'n was organized at Kansas City 3 years ago last May purely for educational purposes. From its beginning the Ass'n has had for its object the encouragement of better farming to the end that wheat growing in the Southwest shall produce a maximum yield per acre and be of such quality as to command the highest price in the markets of the world. Among those instrumental in perfecting the organization were the leading mills of the Southwest, the state agricultural colleges, state boards of agriculture, grain dealers, banks, agricultural journals, grain and milling journals and railroad agricultural departments.

The Ass'n has become a regular clearing house for wheat improvement information, and has not only been a leader in wheat improvement work but has stimulated much work that otherwise would never have been started. The co-operative wheat improvement work with the Agricultural Colleges, State Boards of Agriculture, County Agents and others has resulted in great benefit to the wheat industry. It is already apparent as a result of the three years of continuous agitation of the things that go to make for better wheat, such as improved methods of handling the ripe crop, earlier preparation of the seedbed, rotation of crops, better seed and treating the seed for smut.

Much of the success of the Ass'n is due to the manner in which the work has been handled. The directing com'te is made up of 3 of the leading business men of the Southwest. H. M. Bainer, who has been Director of the Ass'n from its beginning, is not only an Agricultural College graduate but also a practical Kansas wheat farmer. The Ass'n work is confined entirely to the winter wheat belt of the Southwest.

Special Wheat Bulletins: During the life of the Ass'n more than 644,000 special wheat bulletins have been printed and distributed. Almost one-half of these were printed in co-operation with the Agricultural Colleges of Nebraska, Kansas and Oklahoma and with the banks of Kansas City. The bulletin that has been most popular was on the subject of "Handling Wheat from Field to Market," of which 160,000 copies have been distributed. It discusses results, causes and remedies for low grade wheat, heat-damaged wheat, musty wheat, sprouted wheat, dockage, smutty wheat, rye in wheat and yellowberry wheat. It also covers best methods of harvesting, shocking, threshing, grain storage, and stored grain insects. Distribution was thru rural schools, banks, mills, elevators and from demonstration trains.

Early Preparation Campaigns: Every year special early preparation campaigns have been conducted. During the past three years 521,000 copies of posters and circulars have been printed and distributed, dealing with early preparation of wheat lands, rotation of crops and summer fallowing. These have been handled in co-operation with railroad agricultural agents, banks, mills, elevators, implement houses, mercantile stores, and commercial clubs.

Better Seed Campaigns: Each year the Ass'n has done everything possible to encourage the use of better seed wheat. Localities that were in need of better seed have been brought in touch with other localities having good seed for sale. Seed wheat exchange campaigns have been encouraged and thousands of farmers induced to sow better seed.

Insect Control Campaign: On account of the enormous damage done to wheat by such insects as the chinch bug and Hessian fly, on two different occasions, the Ass'n called together for meetings the leading entomologists of the Southwest, together with agronomists from the agricultural colleges of Kansas, Nebraska, Missouri and Oklahoma. These meetings also included the representatives of the

Kansas City Chamber of Commerce, the Kansas City Federal Reserve Bank, State Boards of Agriculture and the agricultural representatives of the leading railroads and were called to formulate uniform control measures for these insects. At these meetings plans were completed for putting on special control campaigns in each state represented. In connection with these campaigns, 350,000 insect control circulars have been printed and distributed, and nearly all of the county papers in the insect infested areas printed them in full.

Demonstration Trains: The Ass'n has been directly responsible for 7 educational trains operated in Kansas, Oklahoma, and Texas. Six of these covered general agriculture, including wheat as the leading crop. The seventh, recently operated, known as the Kansas Opportunity Special, was the first strictly wheat train ever operated in the United States. The attendance in connection with the meetings of the seven demonstration trains was 184,482.

Special Wheat Stories for County Papers: One of the most important lines of work of the Ass'n is specially prepared and timely wheat stories which have been sent to a list of 1,285 county papers. During this time 64 special stories have been written and sent out.

Kansas City Headquarters for Line Elevators.

When a mill or a line elevator company has a long line of country elevators it usually establishes sub-headquarters for separate districts, which in turn are responsible to the auditing department and to the general manager of the grain department at headquarters. When the line is small, each elevator manager is directly responsible to the company's grain official and most of the bookkeeping is done in the head office.

The manager of the grain department, if a milling company, or the general manager of elevators in the case of a grain company, always sets the price basis every morning upon which grain is to be bought that day. From this is deducted elevator charges and the freight to the headquarters in the buying of grain from the farmer.

Individual elevators of a line company make out daily reports of the grain bought, in store, shipped and price paid as well as other miscellaneous information required, according to the needs of each company, and mails this to headquarters at the close of each day. Some companies also require that the amount of grain bought and in store be wired to headquarters at the close of each day.

Following are country elevator operators with headquarters in Kansas City:

A. J. Poor Grain Co. operates a line of country elevators in Kansas which are tributary to his main elevator in Kansas City. At Chapman he has a 25,000-bu. house managed by H. S. Stone; at Russell, a 25,000-bu. elevator under J. P. Lasure; at Levant, 25,000-bus. capacity managed by W. H. McGilley; and at Wreford, a 10,000-bu. elevator managed by M. H. Howard.

The Kansas Flour Mills Co. operates 88 country elevators besides its Kansas City facilities, under the general charge of F. I. Houser. These are divided into separate lines in charge of the grain departments of subsidiary mills at points in Kansas and Oklahoma. C. F. Savage, with the Hoffman mills at Enterprise, Kan., has 250,000 bus. capacity in 22 elevators distributed along the Santa Fe and U. P. H. A. Davis, with the Moses Bros. mills at Great Bend, Kan., has 250,000 bus. capacity along the Santa Fe in 21 elevators. H. F. Moyer, with the Pratt Mills at Pratt, Kan., has 10 elevators on the Rock Island with a total capacity for 150,000 bus. C. F. Flood, at Kingman, Kan., with the grain department of Kingman Mills, has 50,000 bus. capacity in 5 elevators on the Santa Fe and Orient. W. B. Madaus has charge of 10 elevators with total capacity for 100,000 bus. on the Santa Fe and Missouri Pacific, as mgr. for the grain department for Anthony Mills, at Anthony, Kan. J. E. Davis, with Alva Roller Mills, Alva, Okla., has charge of 200,000 bus. capacity in 19 elevators on the Orient and Santa Fe. A 100,000-bu. terminal house on the Santa Fe at Hutchinson, Kan., is in charge of L. E. Raymond.



H. M. Bainer, Kansas City, Mo., Director S. W. Wheat Improvement Ass'n.

Huffine Grain Co. has a 12,000-bu. hoase on the Frisco at Frederick, Okla., and a plant at Los Angeles, Cal., under management of J. I. Huffine, which has room for 75,000 bus.—20,000 bus. bulk grains and the rest sacked. In addition, it has 5 warehouses used chiefly for hay, but handling grain when there is a surplus in the territory, which have a total capacity for 3,000 tons of hay and 40,000 bus. of grain. They are at Garland and Hammond, Kan., on the Frisco; Hepler, Kan., on the Katy, and Moundville and Bronaugh, Mo., on the Mo. P.

Morrison Grain Co. has a line of 17 country elevators. In Kansas, 18,000 bus. on the Santa Fe at Barnard; 45,000 bus. each at Bird City and McDonald, on the Burlington; 20,000 bus. on the Rock Island at Colby; 20,000 bus. on the U. P. at Codell; 35,000 bus. each at Blasco and Hill City, on the U. P.; 15,000 bus. on the U. P. at Vesper; 10,000 bus. on the U. P. at Waldo; 8,000 bus. on the Santa Fe at Goldenrod; 25,000 bus. on the Mo. P. at Lenora; 15,000 bus. on the U. P. at Home City; 25,000 bus. on the M. P. at Stockton. In Missouri, 15,000 bus. on the Katy at Appleton City; 10,000 bus. at Greenfield, 5,000 bus. at South Greenfield and 30,000 bus. at Golden City on the Frisco.

The Midland Flour Milling Co. has branch mills and elevators located at Blackwell, Okla., and Halstead, and Newton, Kan. Besides those plants it has a line of 18 country elevators with a total of 1,500,000 bus. capacity. They are located on the Frisco at the following Oklahoma points, Ames, Breckinridge, Drummond, Eddy, Ellis, Grainville, Lamont, Okeene and Salt Fork; on the Santa Fe at Brame, and Manchester. In Kansas elevators at Burrton and Retta are on the Frisco; at Hesston and Zimmerdale on the M. P.; at Paxton, Sumpter and Tyner on the Santa Fe.

Larabee Flour Mills Corp. has 6 branch mills, located at Hutchinson, Wellington, Marysville, and Topeka, Kan., and St. Joseph and Clinton, Mo., with a total milling capacity of 13,500 bbls. daily and elevator capacity of 3,600,000 bus. In addition, it has a line of 36 country elevators in Kansas and Oklahoma with a total capacity of 421,000 bus. Those in Oklahoma are at Canton on the Orient and at Clyde, Deer Creek, Medford, Nardin and Numa on the Santa Fe. The Kansas line on the Santa Fe are at Ashland, Calisia, Coldwater, Danville, Gerlane, Goddard, Isabel, Macksville, Milan, Nashville, Protection, Rome, Sharon and South Haven. On the Wichita & North Western are its elevators at Byers and Strickler; on the Orient, at Ferguson; on the M. V., at Palestine; on the Rock Island, at Antelope, Elbing, Greensburg, Kingsdown, Perth; on the Missouri Pacific, Benton, Clearwater, Crawford, Frederick, Gene-seo, Maize, and Noble. C. W. Stiles at Hutchinson is mgr. for all the elevators. G. F. Hiltz is the gen'l manager of the grain department for the corporation with headquarters at Kansas City.

Why He Failed.

He did not believe in bothering his head to remember a customer's name.

He saw no reason why he should speak to a customer whom he happened to meet on the street.

He reasoned that he could not expect to sell everybody, every time, and so he never troubled himself to offer to get an article if what was wanted was not in stock.

He couldn't understand why it wasn't just as well to send statements once every two, four or six months.

He looked upon his windows as places thru which light came in.

He did not believe in advertising, so had no signs on his building.

He didn't believe in taking inventory.

He thot an inexperienced girl could figure his accounts as well as an experienced book-keeper.

He never troubled himself to attend meeting of local business men.

He had no definite hour for opening or closing.

He never bothered with his discounts, because he thot they didn't amount to much.

He was not always particular about answering his business letters promptly, even when they had to do with overdue accounts.

He never learned how to say, "Thank you!" and mean it.

Kansas City's Flour Mills.

Kansas City has an advantageous position in relation to the wheat fields of the Southwest and the network of railroads radiating from Kansas City as the Hub affords splendid transportation facilities for grain and grain products in from the producing and out to the consuming territory. This has helped to draw prominent millers from different sections until Kansas City is now the Flour City of the Southwest. Its flour mills grind about 25,000,000 bus. of wheat annually. This buying power of itself makes a strong wheat market.

The 13 flour mills in Kansas City have capacity for milling 25,350 bbls. of flour daily. Including the capacity of branch mills controlled from Kansas City headquarters Kansas City millers are responsible for a capacity of 48,650 bbls. The Kansas City mills, with the flour capacity of each, follows:

Companies.	Daily capacity in bbls.
Ismert-Hincke Milling Co.	2,600
Kansas Flour Mills Co. (2 plants).....	4,850
J. C. Lysle Milling Co.	1,500
Midland Flour Milling Co.	1,700
Moore-Lowry Flour Mills Co.	1,500
Rodney Milling Co.	1,500
Rosedale Milling Co.	500
Staley Milling Co.	500
Southwestern Milling Co., Inc.	6,000
Waggoner-Gates Milling Co. (Independence)	1,200
Washburn-Crosby Co. (of the Southwest)	3,000
Zenith Milling Co.	1,000
Total daily capacity	25,350

The thirteen flour mills of Kansas City would produce approximately 912 tons of millfeeds daily if they ran to full capacity at all times. During the year 1924, 5,218,021 bbls. of flour were produced by Kansas City mills and 65,760 bbls. corn meal. The total production of millfeeds was approximately 187,850 tons from this source.

Demand from the country points of the Southwest has resulted in the flour mills shipping an increasing number of mixed cars of flour and feed. They supplement their own millfeeds with the products of Kansas City exclusive feed manufacturers.

Most of the mills operate at approximately 70% of capacity regularly. The total amount of flour manufactured by the Kansas City mills during 1924 was 5,218,021 bbls. of wheat flour and 65,760 bbls. of corn meal. A brief description of the local plants follows:

The Southwestern Milling Co., which is a unit of the Standard Milling Co. of New York, has a 6,000-bbl. flour mill located on about 12 acres of land served by 7 tracks from the Rock Island and K. C. S. railroads. It is of steel and concrete construction. Turn-out of feed products runs about 250 tons daily. The mill was originally built in 1906 to produce 3,600 bbls. of flour daily. In 1919 this was increased to 5,800 bbls. with additional space provided for another 1,400 bbl. unit. During 1924 it operated to 95% of its capacity practically all the time. The Wyandotte elevator adjacent has a total storage capacity of 2,500,000 bus. Officers of the company at Kansas City are C. M. Hardenbergh, gen'l mgr.; J. Juul, ass't sec'y; C. W. Sherman, ass't treas. Henry Vilm is superintendent.

The North Kansas City plant of the Kansas Flour Mills Co. has a reinforced concrete elevator of 1,000,000 bus. capacity. Eight tanks with 3 interstices are on one side of the headhouse; 26 tanks and 11 interstices on the other. The equipment includes 3 legs with an elevating capacity of 6,000 bus. per hour and a fourth used exclusively for screenings. Wheat is cleaned by two 3,000-bu. receiving separators. Double interlocking receiving sinks on two unloading tracks from the C. B. & Q. R. enable it to unload 4 cars an hour, and 1 loading track enables it to load out an equal number. All power is by individual unit system motors. The superintendent is James Messersmith. The new modern mill is 204x64 ft. 8 stories high, and of reinforced concrete construction. It has 70 tempering bins. The milling capacity is 3,000 bbls. daily and space is provided for installing machinery for 3,000 bbls. more. Flour storage capacity is 16,000 bbls. Power is electric, and heat is by means of hot air. All flour is daylight packed. Five tracks serve the plant, 1 for loading feed and 4 for loading flour. B. H. Lawson is mill superintendent.

The Buile Mills plant of the Kansas Flour Mills Co. has an elevator capacity of 250,000 bus., made up of a concrete headhouse and 6 reinforced concrete tanks. Dimensions are 152x40x62 ft. Thirty-inch conveyor belts and 14-

inch screw conveyors work in conjunction in handling the grain. Power is by individual electric motors. A single track from the Rock Island serves the one receiving sink. It can unload 10 cars in 8 hours. The 1,850-bbl. mill adjacent is of brick, 40x100 ft., steam powered and arranged for daylight packing. It is served by 5 tracks from the Rock Island, using one for feed and 4 for flour. The switching facilities expedite the prompt forwarding of all shipments. An iron-clad warehouse, 100x200 ft. gives room for storing 30,000 bbls. of flour. The plant is in charge of the same superintendents as the North Kansas City plant. The company buys and grinds more winter wheat than any other company in the world. In addition to these two plants it owns and operates 10 other flour mills of approximately 14,000 bbls. daily capacity. Officers of the company are Thad L. Hoffman, pres.; W. R. Duerr, vice-pres. and gen'l sacls mgr.; A. T. Dunn, vice-pres. in charge of auditing.

The Washburn-Crosby Co. has a 9-story 3,000-bbl. flour mill on the Missouri Pacific. It is fully equipped with the latest types of machinery, all operated by individual motors. Construction is all reinforced concrete with plenty of windows and adequate ventilation. The plant is served by 4 tracks from the Missouri Pacific and can load out 25 cars of its products daily. Excavation has begun on a new concrete addition which will add 4,500 bbls. to its milling capacity and this is expected to be in operation by spring. E. P. Mitchell is sales mgr. C. W. Grier is superintendent of the mill.

The Rodney Mill, owned and operated by the Rodney Milling Co., H. A. Sterling, pres.; F. L. Mayes, vice-pres.; Clen L. Beckenbach, sec'y, has a concrete elevator with storage for 52,500 bus. in 8 tanks and 30 wheat bins. Two tracks from the Frisco and 2 pits give it unloading capacity for 10 cars a day and loading capacity for 8 cars. The mill has capacity for 1,500 bbls. of flour. It is of brick construction. Individual motors furnish power. The superintendent is W. G. Fincher.

The Zenith Milling Co. operates a 1,000-bbl. mill on the Alton, the small 50,000-bu. elevator in connection being supplemented by large storage in public elevators. All wheat for grinding is purchased on the floor of the Board of Trade by sample, formerly on judgment solely, but now in reliance on the protein test. The business was established in 1879 with only 150 bbls. capacity, but has worked up to a large business, two-thirds of the flour being sold for export. The handling capacity is 5 cars in and 5 cars out, daily. H. L. Pope is head miller. L. S. Mohr, pres., is a member of the Kansas City Board of Trade, C. A. Young is vice-pres., and Paul M. Mohr, sec'y-treas.

Ismert-Hincke Milling Co.'s plant is composed of a 300,000-bu. concrete elevator with 6 tanks and a 2,600-bbl. brick mill located on 2 acres of ground and served by switches from the Rock Island, the Terminal and the K. C. S. railroads. It is operated by steam power and is fully equipped with all kinds of wheat cleaning machinery. Five tracks give it capacity for storing 60 to 75 cars, and unloading capacity of 20 cars per day. Officers of the company are Geo. Hincke, pres.; John H. Ismert, vice-pres.; Henry Ismert, sec'y-treas. John Taxacher is superintendent. Its 1,500-bbl. mill at Topeka is managed by Jno. H. Ismert.

The J. C. Lysle Milling Co. has a mill building with machinery installed for 1,500 bbls. capacity and room for 1,800 bbls. more, in connection with a 300,000-bu. reinforced concrete elevator at North Kansas City. K. C. Baird is foreman of the elevator and I. D. Stoltz is superintendent of the plant and head miller.

The Globe Mill of the Rosedale Milling Co., at Rosedale, Kan., is of reinforced concrete construction 6 stories high, with storage for 50,000 bus. of grain. The machinery equipment and flowsheet is most up-to-date in all respects for the turning out of a varied product embracing 500 bbls. flour and 500 bbls. corn meal daily, besides poultry feed, graham, whole wheat and pancake flour. The building is 50x90 ft. with a warehouse in connection. Grain is purchased on the Board of Trade and by sending out bids to the country. The officers are O. L. Bauer, pres.; A. J. Poor, vice-pres.; J. W. West, Jr., treas., and C. L. Martin, sec'y.

Midland Flour Milling Co. has a 1,700-bbl. mill for producing winter wheat flour. In connection with it is 400,000 bus. reinforced concrete storage. Receiving and unloading capacity of 25 cars per day. The company also has 3 mills outside of Kansas City with a daily capacity for 2,000 bbls. Officers of the company are C. B. Warkentin, pres.; H. G. Randall, vice-pres. and gen'l mgr.; John W. Cain, vice-pres. and sales mgr.

The Moore-Lowry Flour Mills Co. has a 1,500-bbl. flour and 300-bbl. corn meal mill and 250,000-bu. concrete elevator on the Frisco at Rosedale Station, Kansas City, Kan., under the management of E. F. Merrill, buyer of the wheat and corn on the Board of Trade. The plant was erected in 1920 and bot last year of the Kansas City Milling Co. by J. R. Moore, pres. and G. M. Lowry, sec'y, who have been doing a satisfactory domestic and export trade since. Lee Hood is superintendent of the plant, which can unload 12 cars of wheat in 10 hours.

The Waggoner-Gates Milling Co., on the Missouri Pacific railroad at Independence, Mo., operates a 1,200-bbl. flour mill and a 350,000-bu. cribbed elevator equipped to unload 20 cars daily. Wheat is purchased locally from farmers, by sample on the Board of Trade and in the country on terms delivered Kansas City. T. O. Cunningham is pres.; A. B. Waggoner, 1st vice-pres. and asst. superintendent; W. C. Dunn, sec'y and superintendent; H. K. Waggoner, treas.

Staley Milling Co. has a 500-bbl. flour milling plant and also turns out about 12 carloads of stock and poultry feeds daily. Officers of the company are J. H. Staley, pres.; J. L. Berkebile, vice-pres.; Harry R. Staley, sec'y; Thos. W. Staley, treas.

The Blending Plant.—Kansas City has one of the finest flour blending plants that has survived the post-war days. It is housed in a concrete, brick-faced building 300x50 ft. and 4 stories high, owned and operated by the Hoyland Flour Mills Co.

Two tracks from the Kansas City Southern and one from the Missouri Pacific enable it to handle between 80 and 90 cars per day. All docks are of cantalver construction.

Power is all electric. Machinery includes scalpers, centrifugal reels, rolls, bleachers, etc. Five round tanks within the building enable flour to be stored during night runs for packing in the day time. They will hold 2,500 bbls. The plant has a blending capacity of 3,000 bbls. per day. Four warehouses, each 125x50 ft., of the same construction as the plant, give it large storage capacity.

Officers of the company are Geo. W. Hoyland, pres.; J. C. Martin, sec'y-treas. James Cathcart is superintendent.

[Continued on page 325.]

Kansas City's Feed Manufacturers.

With the development of diversified farming in the districts around Kansas City and in the west and southwest and the favorable rate conditions to the south and southeast has come the development of the feed manufacturing industry at Kansas City.

Most of the Kansas City manufacturers produce a full line of feeds, including poultry, dairy, horse, mule and hog feed. The larger proportion of feedstuffs is shipped to be distributed in the south and the southwest, but great quantities go to consumers in local territory and into Nebraska and Iowa.

Missouri, Kansas, Iowa, Nebraska, Colorado, Arkansas, Texas, Mississippi, Louisiana and the Southeast are big users. Small quantities find their way into Illinois, Indiana, Ohio and states farther east.

Eight of the manufacturers also do a large local business, selling feed direct to the dairy industry adjacent to Kansas City. They are members of the Feed Dealers Credit Bureau, of which F. R. Warrick is sec'y. A great reduction in losses from bad credit accounts has been made by the Bureau, which has also succeeded in securing a considerable reduction in switching charges in the Kansas City district.

The production of feedstuffs is split about even between poultry and stock feeds, with the balance perhaps a little in favor of the poultry feeds. Poultry feeds enjoy a wider distribution since the development of the poultry raising industry in the Southwest.

The total feed manufacturing capacity of Kansas City is 2,150 tons, or the equivalent of 71 cars of 60,000 lbs. each, daily. Most of this moves out in carload lots.

Southard Feed & Milling Co. has two plants in Kansas City, one on the Missouri side and one on the Kansas side. The one on the Missouri side is of concrete construction with 4 tile storage tanks which have capacity for 40,000 bus. of bulk grain. It will manufacture 200 cars a month of poultry and stock feeds, including sweet feeds. All machinery is operated by individual electric motors. Three tracks from the Missouri Pacific and the Kansas City Southern serve the plant, permitting the loading and unloading of 10 carloads daily. Next spring, this property, formerly the Kornalfe Feed Mills, will be enlarged by the construction of 200,000 bus. concrete grain storage and remodeled to make dry as well as sweet feeds. The plant on the Kansas side is of brick and iron-clad construction and will manufacture 200 cars a month of poultry and stock feeds. All machinery is operated by a unit system of motors. Two tracks from the Missouri Pacific make it possible to handle 8 cars each way daily. Bulk grain storage capacity is for 50,000 bus. in 17 large steel bins and 20 smaller frame bins. Production is about 100 carloads

of feed a week for the two plants. Officers of the company are Geo. W. Selders, pres.; F. W. Crane, vice-pres.-sec'y; C. H. Black, treas.

The Ralston Purina Co. has storage capacity for 500,000 bus. in its reinforced concrete elevator, where 15 cars can be unloaded and 10 cars loaded in a day. The plant includes a large hay warehouse, feed mill, molasses tanks and office building, built this year, of most substantial construction, and has capacity for 600 tons daily. The company buys all kinds of grain, buckwheat, sunflower seed, milo, kafir, molasses and alfalfa hay. F. H. Udell, asst. sec'y, is purchasing agent, the raw materials being bought by sample on the Board, no bids being sent out, tho there is some phone buying thru this office. The finished product all goes out in bags to Missouri, Kansas, Arkansas, New Mexico, Iowa and Colorado. Other territory is supplied by the plants this company has established in six other cities. Lewis B. Stuart is the local manager and E. W. Noxon is superintendent of the mill and elevator.

The Staley Milling Co. has a new building, 100x35, and 100 ft. high, on the C., B. & Q., with storage for 40,000 bus. of grain and machinery to turn out daily 500 bbls. cornmeal, 2,000 bags corn chops, 2,000 bags of scratch and mash feeds for poultry, and 2,000 bags of dry mixed feeds for chickens, horses and cattle. The raw material is purchased on the Board of Trade, and the products are shipped to Missouri, Arkansas, Oklahoma, Texas, Louisiana, Mississippi and Tennessee. The manager is J. H. Staley, pres. of the company, and formerly mgr. for the McDaniel Milling Co., at Carthage; J. L. Berkebile being v. p.; Harry R. Staley, sec'y, and Thomas W. Staley, treas.

The Tarkio Molasses Feed Co. has a 3 story brick plant on the Missouri Pacific which is used exclusively for the manufacture of a molasses cattle fattener. It has bulk grain storage for 36,000 bus. in bins and warehouse space for 30 carloads of sacked stuff. Manufacturing capacity is for 12 carloads daily. Steam power is used for running the dynamos that produce electricity for the motors. Three tracks from the Missouri Pacific R. R. serve the plant, permitting the handling of 12 cars each way daily. Officers of the company are A. H. Schmidt, pres.; C. E. Schmidt, vice-pres.; C. E. Millier, sec'y; J. A. Christianson, treas.

F. E. Ransom Coal & Grain Co. has a concrete feed manufacturing plant, elevator tanks to hold 35,000 bus. bulk grains and a warehouse with capacity for 100 carloads of sacked feed. Dimensions are 26x32 ft. and 152 ft. high, for the whole plant. Machinery is operated by unit motors. It is so arranged that grains are elevated into bins at the top of the plant and when they come out at the bottom they are manufactured feeds. The manufacturing capacity is 10 cars daily. A gravity loader is expected to be added in the future for chuting the sacked products directly into a car or to the warehouse. Railroad service is by 2 tracks from the Kansas City Terminal and 15 carloads can be handled each way daily. Chas. Cochran is superintendent. Officers of the company are F. E. Ransom, pres. and treas.; N. H. Vaughn, vice-pres.; Arthur Ransom, sec'y.

The Triangle Division of the Arcady Farms Milling Co. puts out commercial mixed feeds, for poultry, horses, mules and hogs. Its fattener for milk-fed chickens is shipped in great quantities from Kansas City to all parts of the United States, this department being in charge of the specialist, V. R. Combs. The main building is 300x75 ft., and the plant has 15 tanks for molasses storage. The handling capacity is 300 tons per day in and out. Arthur Meeker of Chicago is pres. of the holding company, but the Kansas City plant works independently with its own capital and local management, J. T. Sexton being v. p. and mgr.; C. D. Cole, asst. sales mgr.; C. F. Lane, purchasing agent; G. P. Lane, superintendent.

Quisenberry Feed Manufacturing Co. has a brick plant, 65x170 ft., 2 stories high and possessed of a large basement. It is capable of producing 15 carloads of poultry and dairy feed daily, to which products it confines itself. All machinery is operated by individual electric motors. One track from the K. C. S. R. R. serves the plant. It can unload 6 cars of bulk grain in a day and load out 10 cars of the manufactured products. An automatic loading chute expedites the loading of the sacked stuff into the cars. Cars are moved at will with a Fordson tractor. V. O. Hobbs is superintendent. The officers of the company are T. E. Quisenberry, pres.; V. O. Hobbs, vice-pres.; J. E. Musgrave, sec'y; L. R. Hobbs, treas. A large branch plant is also maintained at Buffalo, N. Y.

Rosedale Milling Co. produces 30 cars a month of wheat and corn feeds. A specialty is made of chicken feed. Officers are O. L. Bauer, pres.; C. L. Martin, sec'y; J. W. West, Jr., treas.

The Miller-McConnel Grain Co. operates a feed manufacturing plant which is under the supervision of R. O. Fehorch. Bulk grain storage capacity is 50,000 bus. The plant is constructed of brick and iron. Machinery in-

cludes mixers, separators, polishers, molasses heater, molasses mixing equipment, corn and oat rolls, etc. Each unit is operated by an electric motor. The plant can manufacture 125 tons of feed per day. It is served by 3 tracks from the Missouri Pacific. One sink permits the unloading of 8 carloads of grain a day. Officers of the company are V. I. Miller, pres.; B. C. McConnel, vice-pres.; A. R. Logan, sec'y; J. W. Wiese, treas.

The National Hay & Milling Co. has a 2 story, 50x75 ft., concrete manufacturing plant capable of making 100 tons of alfalfa meal in 10 hours. That is the only product manufactured. It is sold to other feed manufacturers. It also has 3 warehouses of iron-clad construction with concrete floors and docks. Two of them have capacity for 2,500 tons each of alfalfa hay, and the third has capacity for 1,000 tons of meal. The plant occupies 3 acres of ground and is served by 3 tracks from the Santa Fe, which permit unloading and loading 30 cars per day. All machinery is operated by individual electric motors. H. A. Dyer is operator and sole owner.

The Worth Feed plant is operated by the L. C. Worth Commission Co., which also operates a line of retail feed stores in Kansas City. The plant is 125 ft. square and 5 stories high, constructed of part brick and part iron-clad. It produces about 80 cars a month. The elevator has capacity for 30,000 bus. of bulk grains in 24 bins. Included with the regular feed manufacturing machinery is a corn sheller capable of handling 3,000 bus. per hour, which is kept busy all the time. Power is by unit motors. A full line of feeds is manufactured and the surplus is stored in a 25-car capacity warehouse adjacent to the plant. Railroad service is by 3 tracks from the Missouri Pacific and 6 carloads can be handled each way per day. John Mulholland is the superintendent. The plant and the line of retail stores is owned and operated by L. C. Worth.

The Feeders Supply Co. has a feed manufacturing plant of brick, 50x140 ft., with 4 stories and basement. The plant is operated by motors and will manufacture 150 tons of all feeds daily. Equipment is provided for manufacturing molasses feeds. Three cribbed bins, 68 ft. high, give room for storing 20,000 bus. of grain. A warehouse provides room for 1,000 tons of sacked products. More warehouse space, fully doubling this, is usually rented in other buildings. Railroad service is by a joint switch from the Missouri Pacific, Wabash and Union Pacific railroads. One track has room for 14 cars and the plant can handle 6 cars each way daily. C. C. Young is superintendent. Officers of the company are R. D. Nathan, pres. and mgr.; A. L. Parnham, vice-pres.; A. R. Hollcroft, sec'y.

Inter-City Flour & Feed Co. has a 40x80 ft. brick warehouse with capacity for 6 carloads of flour and feed. This is a branch of the Schreiber Milling & Grain Co. of St. Joseph, Mo., and is used to do a wholesale and retail business in flour and feed. It is served by a single track from the Kansas City Terminal. E. F. Schreiber is manager.

Corn Products Refining Co.—Seventy-five acres of land in North Kansas City are owned by the Corn Products Refining Co., of New York. The huge plant recently completed can consume 20,000 bus. of corn daily in the manufacture of glucose, starch and by-products.

The construction is of brick, concrete and steel. Eight concrete tanks and interstices bins have capacity for 500,000 bus. of shelled corn. After the corn is elevated from the unloading pit to the top of the bins, it is dumped by an automatic scale weighing 270 bus. at each draft, it moves into the 3-story steep house to be soaked in water in 15 tanks of 2,500 bus. capacity each. Then it moves into a 5-story mill house where it goes thru steel or stone crushers and pulverizers. In the 7-story table house the starch is separated from the gluten. The gluten goes into the feed house and the starch moves on into the 5-story refinery where it is converted into glucose. A syrup house finishes the process. In connection with the latter a can plant manufactures the necessary containers.

Other buildings include a large office, a 2-story locker room and restaurant for employees, a machine shop, electrical shop, carpenter shop and pipe shop. The plant has a daily capacity of 3,000 cases of syrups, 500 cases of cooking oil, besides glucose, gluten feed and oil cake meal. The daily output of feeds if running to capacity is 7 carloads.

The railroad tracks, numbering 28, on the plant grounds are jointly operated by the Rock Island, Wabash, Missouri Pacific and Burlington Railroads. One of them goes to the tanks where 24 carloads can be unloaded daily. Ten more tracks serve the various manufacturing houses, giving a loading capacity of 30 cars of finished products daily. The rest compose a yard for car storage.

A sales organization is maintained at Kansas City by the company for its products, tho this is not directly connected with the new plant.

Parker & Graff, grain brokers, who do all the corn buying for the company, have an office in the Board of Trade Building. The superintendent of the Kansas City plant is H. W. Curry.

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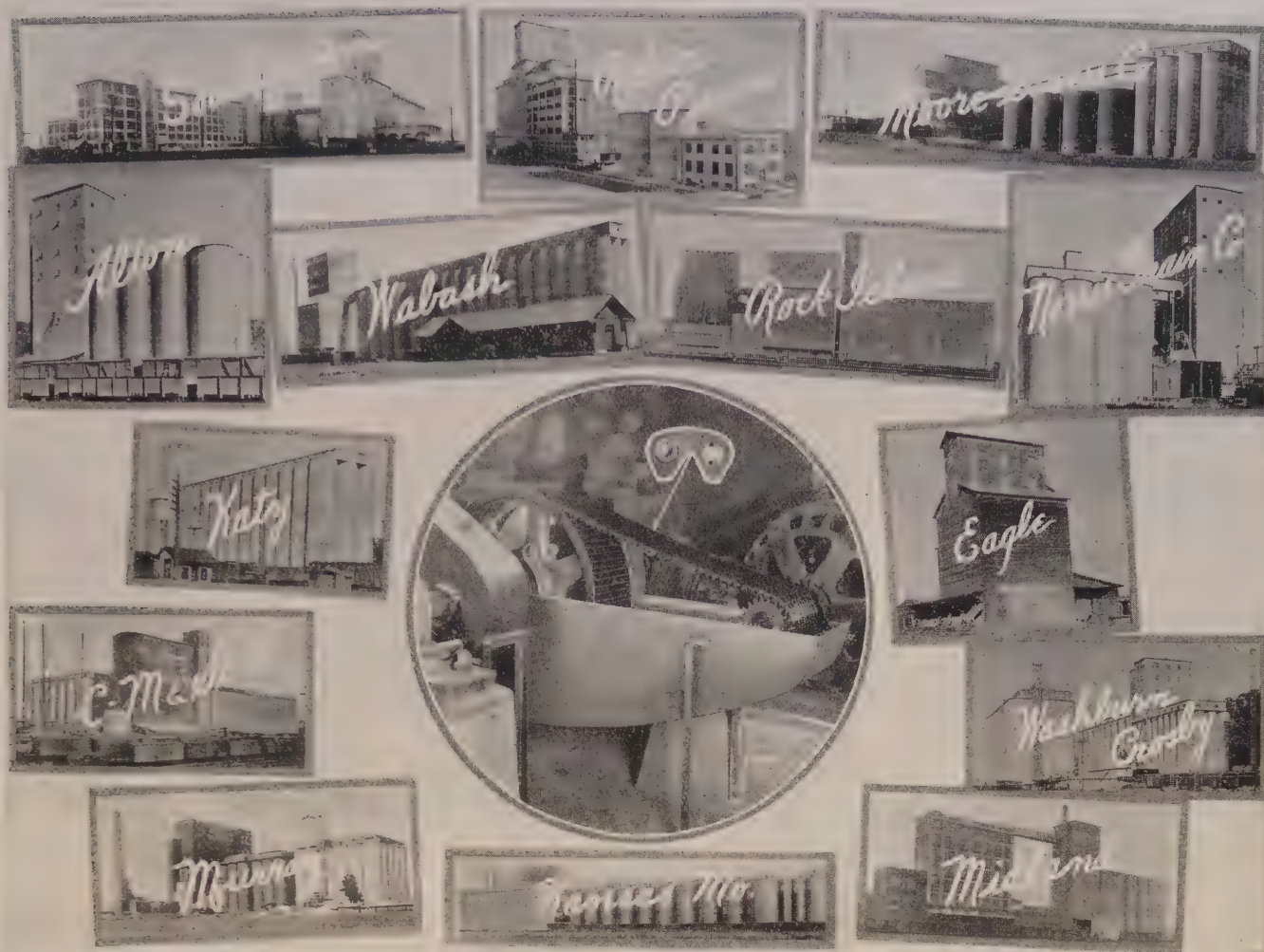
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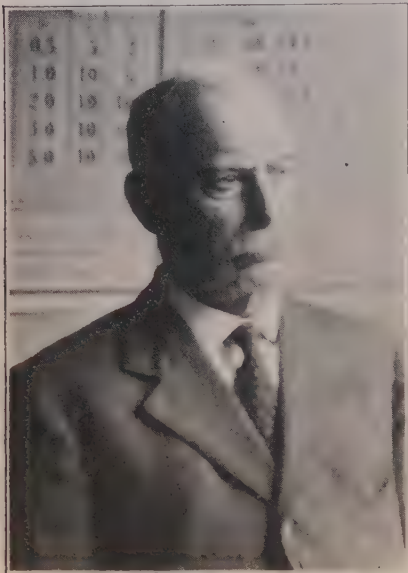
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SILENT CHAIN DRIVES

Take a Few Days Off. Go to Kansas City Oct. 12 to 14.

The Kansas City Board of Trade Sampling Department.

The Board of Trade sampling department was organized about 1880 and previous to the establishment of the Missouri state grain inspection department it did all the sampling and inspecting of grain at Kansas City. Since



James Russell, Chief of Sampling Department of Kansas City Board of Trade.

the advent of the state inspection departments the Board of Trade has maintained this department for sampling only.

Today it employs from 10 to 25 samplers, according to the receipts, and has capacity for handling as high as 600 cars daily. During some years as high as 63,000 cars have been sampled. It samples approximately 75% of all shipments sold on the floor of the Board of Trade for buyers everywhere.

The Sampling Department has on file type samples of various lots of grain, which is sold subject to approval of the Chief Sampler. Cars of grain are sampled upon request and certificates declaring them equal to the samples on file are issued when this is true. Examinations are made and certificates issued by James Russell, chief sampler. Final reports are sent to the buyer with each shipment.

The Board of Trade Sampling Department is used by all the members of the Board of Trade and some non-members. In addition to the regular grains, wheat, corn, oats, rye, barley, and the sorghums, it samples alfalfa meal, mill feed and flaxseed occasionally. Charges to members of the Board are 40c a car for sampling and 25c more for moisture test. Non-members are charged \$1 per car. Alfalfa meal, mill feed and flaxseed are sampled at \$1 per car.

The process of sampling and making moisture tests is the same as that used by the state grain inspection departments. The service is a valuable check on the work of the state inspectors.

All cars handled by the department are sampled by request. A man is sent around to each grain firm in the morning to obtain the car number and initial and location of cars they want sampled that day. It is from this information instead of a regular railroad manifest sheet that the sampling department works.

The department is supplied with all the equipment and apparatus which has been adopted by the Federal grain supervision department as standard in the grading of grain.

James Russell, chief sampler, is head of the department. He has spent many years in the grain business under the Board of Trade, the Missouri State Inspection & Weighing Department and the Kansas State Inspection &

Weighing Department. His early years were spent in elevator work in Chicago, until he moved to Kansas City in 1883.

In 1915 the Board of Trade Sampling Department was reorganized; he was appointed chief sampler, in which position his vigilance and care has won him the confidence of the trade. Experienced buyers of grain in every well organized market who are anxious to get what they buy always have each load sampled and accepted or rejected by disinterested samplers for their account.

The Kansas City Protein Referee Board.

That the Kansas City protein testing laboratories might be kept in line and something like uniform results obtained, the Kansas City Protein Referee Board was informally organized. The activities of the commercial laboratories were arousing considerable enmity in the trade and few tests were accepted as accurate. All equipment and all solutions were not standardized and results obtained from different tests of the same wheat varied widely.

Eleven laboratories are represented in this informal organization, Moore-Lowry Flour Mills Co., Kansas Flour Mills Co., Southwestern Milling Co., Hoyland Flour Mills Co., Midland Flour Milling Co., Washburn Crosby Co., Larabee Flour Mills Corp., Ismert-Hincke Milling Co., Kansas State Grain Inspection Department, Missouri State Grain Inspection Department and Southwestern Laboratories.

In October of 1923, Ralph S. Herman, with the Ismert-Hincke Milling Co., realizing that conditions had reached a point where such an organization was necessary, sent a letter to every protein testing laboratory in Kansas City asking that a representative be sent to a mid-

day luncheon. All of them responded and he was elected to serve as chairman of the informal collection.

The duties of the chairman are to furnish samples of wheat, all from the same lot, to every protein laboratory in the city. During the first year this was done regularly once a week. Since then the meetings have been arranged for mid-Wednesday every second week, when such samples are given out.

Each laboratory tests this sample for protein content and reports its results to the chairman, who compares them and reports at the meetings. Tho the organization is still informal, it has held solidly together and every laboratory is still represented. The moral influence of it has done more than any other factor to eliminate the wide differences obtained in Kansas City protein tests and has made the chemical department respected in the wheat market.

Buying Grain on Shipper's Track.

Practically every firm with a membership in the Kansas City Board of Trade, that has facilities for handling grain, bids the country. In such cases bids are sent out by phone, wire, and oftentimes by mail to country dealers. The country dealer may accept them on grain in transit, for immediate shipment, for quick shipment (within 5 days), for prompt shipment (within 10 days), or for a longer period, depending upon arrangements made. This is done by calling the member doing the bidding on the phone, or sending a wire, before the exchange opens the morning following. All such contracts are confirmed by mail.

Upon arrival in the Kansas City market, cars bought in that way are handled the same as tho they were on consignment, all service charges being charged back to the shipper.

Office of Missouri Chief Grain Inspector.



Left to right: W. P. Counts, State Warehouse Registrar; M. C. Fears, Chief Grain Inspector, L. T. Weaver, State Warehouse Registrar.

Office Force of Missouri State Dept.



Front row, left to right: G. E. Charles, chief clerk; Miss Helena Gillis, John Kaiser, supervisor of weighers. Back row: C. B. Smith, Mac Logan, W. E. Estes.

Sampling, Inspection and Weighing at Kansas City.

Efficient and capable departments for the weighing and inspection of grain both inbound and outbound, and for testing wheat for protein content, are maintained by the states of Missouri and Kansas at Kansas City.

Each includes a sampling department, an inspection department, a protein determining laboratory and a weighing department. The value and magnitude of the work done by these departments is clearly understood when it is realized that Kansas grows over 50% of the hard winter wheat in the United States, considerable of which moves to Kansas City where it is bought for reshipment. Likewise Kansas City is the largest primary market in the world for sorghum grains.

On peak days as much as 1800 cars of all grains have been handled by the 2 state departments in 24 hours. Yet both of them have established records for being 99% accurate on all commodities and for returning inspection on 99% of the cars manifested to them on the same day.

Samplers go out into the railroad yards at the break of day to procure samples from the carloads of grain received during the previous 24 hours, working from a manifest sheet furnished by the railroads which gives the location of the cars. Great care is used in drawing representative samples, 5 probes being taken in each car and the original car seal being replaced with a department seal. Official samples are dumped into separate sample bags with a card bearing the car initials and number and notations regarding the manner in which it was

loaded. These samples are gathered and delivered to the laboratories with a Ford truck.

Inspection laboratories in the Board of Trade Building are systematically arranged so each sample follows a definite course about the room. First it goes into the mixing samplers; then it is weighed into 1,000-gram samples. When it is checked against the manifest sheet very complete identification records are made. A kicker separates the dockage, which is weighed to determine the percentage. Testing kettles for determining the test weight per bushel are provided. A number of moisture machines determine the percentage of moisture contained in each sample.

Finally, after all records are made and duplicates kept for filing in a 5-year record, samples with inspection tickets are delivered to the consignees in the Board of Trade.

Samples for protein tests are taken when the sacks are emptied into the mixing samplers, and these are sent up to the protein testing laboratories, which are housed on the top of the Board of Trade building. The official method for protein testing prescribed by the American Ass'n of Agricultural Chemists is used. All tests are performed in duplicate.

Weighers are located at all elevators. All beams are type registering and duplicates of each weight certificate and car condition report are made a part of the 5-year record. Scales are tested regularly twice a year. The Board of Trade employs L. P. North as scale supervisor.

Charges for services are uniform. Sampling and inspection is \$1 per car; protein determination tests, 75c; in or outbound weighing, \$1 per car, except that a direct transfer wherein the identity of the grain is not lost is counted as only one weight and that outbound weights out of a public elevator is charged for at only 50c per car. When each state department makes an inspection on the same car, as sometimes happens when a carload terminates on one side of the state line, then is switched to a yard on the other side, the first inspection is accepted.

The Kansas State Grain Inspection and Weighing Department has offices and a laboratory on the 6th floor of the new Board of Trade building, and is under the direct supervision of Chief Grain Inspector W. B. Dalton. It is headquarters for all Kansas state grain inspection departments established at various points in the state.

Work is restricted to the sampling and inspection of carloads of grain that are delivered in the yards of railroads terminating on the Kansas side of the Missouri-Kansas state line. A large number of efficient samplers are employed.

The inspection laboratory has a northern exposure, which is an important lighting advantage in the judging of color and size of grains with as little variation as possible. F. M. Fink is chief clerk.

The Kansas weighing department is equipped with a modern hopper-scale test car, fully equipped, purchased at a price of \$10,000. Scales are tested regularly twice a year, a charge of \$15 being made for each test. John Donnelly is chief weighmaster.

The Kansas department was the first to realize the importance of determining the protein content of hard winter wheat and to install a protein testing laboratory, that being done in August of 1922. Today it is equipped with 120 digesters and 120 stills, and regularly employs 4 chemists and 2 helpers. It is supervised by J. C. King, chief chemist.

Since each test is performed in duplicate it can carry 60 tests per run, the complete process taking from an hour and a half to 2 hours. Runs follow one after another, which gives this laboratory tremendous volume per day.

The Kansas department is financed by a revolving fund and is entirely self-supporting. Charges are collected for the services it performs and the surplus is stored against future need.

Samplers of Missouri State Dept.



Front row, left to right: W. G. Jones, J. B. Smithers, J. L. Fleeman, Bert Clark, W. J. Davis.
Middle row: R. L. Kline, A. Cooperider, H. M. Standly, M. J. Henley.
Back row: P. H. Dragoo, Sam Brannon, C. L. Elliott, G. A. Harden, Russell Pickett.

Weighers of Missouri State Dept.



Front row, left to right: F. H. S. Cole, J. L. Townsend, John Kaiser, supervisor, B. C. Butcher.
Back row: G. W. Egnew, J. W. Wright, J. L. Cope, L. G. Owens.

Grain Inspectors of Missouri State Dept.



Front row, left to right: M. C. Fears, chief inspector; R. M. Doyle, Homer McDowell, H. R. Ennis, Jr.
Back row: W. F. Cole, E. C. Berry, Oral B. Duncan, J. M. Harford, J. B. Wilcox.

The Missouri State Grain Inspection and Weighing Department has offices and a laboratory on the third floor of the Board of Trade building. It is headquarters for all Missouri state grain departments established at various points in the state. Roy H. Monier, state grain and warehouse commissioner, is directly in charge.

Activities are restricted to the sampling and inspection of carloads of grain in the terminal yards of railroads on the Missouri side of the state line. The inspection department has a northern exposure which gives even light thru-out the day. M. C. Fears is chief grain inspector.

Weighers for the state do their work at the elevators on the Missouri side of the line. Hopper scale tests are made twice a year, but no charge is made for this service. The Missouri department is equipped with a master balance tester that is used in keeping all test weights in perfect condition for testing scales. These are regularly inspected and tested twice annually and the weights kept accurate. John Kaiser is chief weighmaster.

The Missouri state protein testing laboratory has just been completed. It has a part of the building purposely built on the roof of the Board of Trade building and is equipped with 104 digesters and 104 stills, which gives it capacity for 52 duplicate tests per run. Three chemists are employed, supervised by E. Karbach, chief chemist.

Receipts from the charges made for services of the Missouri department are turned over to the state treasury. The state legislature makes an appropriation for the department every two years to provide it with funds for operation.

The Protein Determination Process at Kansas City.

Protein tests are made to supplement inspections which determine the numerical grade and class of wheat, by analyzing the grain to show the exact amount of protein contained. For the protein determination a portion is taken from the original samples brought in from the cars by the grain inspection department while they are being mixed by the mixing samplers. These are marked with identifying information and sent up to the protein testing laboratories.

The Kansas State Grain Inspection & Weighing Department was the first inspection department to install a protein testing laboratory. Kansas City is a hard wheat market where the protein content of the grain bought and sold has a great deal to do with the price. Today the Kansas Dept. has one of the largest laboratories of its kind in the country and is kept busy continually. The method prescribed by the Ass'n of Official Agricultural Chemists is accepted as official.

As samples are delivered in sample envelopes to the laboratory each is given a serial number to identify it all thru the test. A small handful of the grain is ground to powder, to obtain a representative sample, and put in an individual sample box.

One gram of this is weighed off on a very accurate chainomatic balance and placed in a pyrex glass flask. Approximately 10 grams of potassium sulphate is added to this as a catalyst to raise the boiling point during digestion.

Twenty-five cubic centimeters of concentrated sulphuric acid is added and the flask placed on an electric heater which raises the temperature to the boiling point for 25 minutes. This is the digesting process and decomposes the wheat.

The fumes from the sulphuric acid are carried off by a fan creating a draft of air thru a lead pipe, which alone is able to withstand the deteriorating effect of the acid fumes, into a ventilating stack equipped with several water sprays and baffle boards which break them up.

When the sample has been decomposed the flask is cooled by adding 300 cubic centimeters of water to the contents. To this is added 80 cubic centimeters of concentrated alkali solution just before placing on the still.

In the process of distillation nitrogen, in the form of ammonia, which has been freed from the wheat by the previous process, is condensed into bottles containing a known amount of standard sulphuric acid.

An indicator is added. Then sufficient standard alkali is added in by a measuring device termed a burette, to neutralize the sulphuric acid which has not been neutralized by the ammonia.

By the subtraction of the amount of alkali used from the known amount of sulphuric acid taken, the amount of nitrogen in the sample is shown. The percentage of nitrogen is multiplied by a protein factor for wheat which gives the exact percentage of protein in the sample. The complete process takes about 2 hours.

Kansas City as a Sorghum Market.

The drought resistant qualities of the sorghum family first brought it attention. Its value for feeding purposes soon created a wide demand and in the last few years this division of the grain business has grown to large proportions.

The first settlers on the Great Plains of the Southwest experienced difficulty in growing

the crops with which they were acquainted due to climatic conditions. Corn produced well in the humid parts and in the favorable seasons, but in dry seasons and in the drier parts of the Plains, and there are many such, it made dismal failures.

Kafir, milo, feterita and others in the grain sorghum family grew in favor with the Plains farmers when they found that profitable yields were made by them in favorable seasons and much better results were obtained in the dry seasons than from corn. Hence corn was displaced.

Kansas City is tributary to the greatest kafir producing states, to a large part of this plains country where sorghums are grown. At the same time it is one of the largest manufacturing points for poultry, horse, mule, hog and cow feeds in the United States. These two factors have had much to do with making Kansas City the largest grain sorghum market in the world.

Shipments in large quantities go from Kansas City to almost every point in the country manufacturing feed. A limited amount sometimes goes for export, depending considerably on the price.

[Continued on page 324.]

Protein Chemists of Kansas State Dept.



Front row, left to right: R. W. Colver, U. S. Smith, M. Gates. Back row: W. Young, J. C. King, chief chemist; T. R. Still.

Office Force of Kansas State Dept.



First row, left to right: Miss Thomasine Jackson, Miss Grace Hammons, F. M. Fink, W. B. Dalton, Thos. Forney, Miss Frances Seff.
Second row: Vernon Smith, Fay McIntyre, Joe Riding, E. A. Kessler, James Hart, T. R. Ash, Claude Yount.
Third row: John Donnelly, Willard Young, J. M. Bolton, Theo. R. Still, Wm. A. Dalton, C. W. Winslow, T. B. Armstrong.

Kansas City's Grain Commission Firms.

Kansas City's commission firms draw consignments from practically the entire southwest. Fine hard winter wheat comes from Kansas, Oklahoma, Nebraska and Colorado. Corn comes from Missouri, Iowa, Nebraska and Kansas. Kafir, milo maize and feterita comes from the dry sections each year.

Most of the grain receivers keep traveling men on the road soliciting consignments of grain. Country shippers collect immediately on their shipments by attaching a demand draft to the B/L, which is handled thru the Kansas City banks.

When the car arrives one of the state inspection departments samples the grain and the sample, with its grade, condition, etc., marked, goes to the receiver's table on the floor, where prospective purchasers may examine it.

The car is sold and the seller orders it delivered to the purchasing industry or elevator, where state weighers weigh it in and return to the seller a weight certificate. The commission firm bills on the purchaser for the net amount due and receives a check that day. From this is deducted the freight charges, switching charges, cost of making the protein determination of wheat, interest on the ship-

per's draft, the amount of the commission, and all other charges that may rightfully be placed against the grain. A check, for the difference between the shipper's draft and the amount due, is mailed him.

While the percentage of the total value of a car paid on demand draft varies considerable, most of the receivers ask that shippers leave a margin of 5 cents a bushel and honor drafts accordingly.

Among the services performed by receivers are tracing shipments and making claims against the carriers for loss in weight or value and overcharge in freight. If a car is out an unreasonable length of time, a tracer is started. If the case warrants, the shipper is notified and a tracer is started from his end. When a loss of weight of more than one-eighth of one per cent occurs claims are handled with the carrier direct.

Freight bills are checked up and paid right in the building, where the carriers maintain a collection bureau.

Commissions charged for selling consignments are uniformly fixed by the Board of Trade as follows:

Wheat—1% of selling price; minimum of 1½¢ per bu.

Rye, barley, ear corn and snap corn—1% of selling price; minimum, 1¢ per bu. Screenings and shelled corn the same.

Oats—1% of the selling price; minimum of ¾¢ per bu.

Kafir, milo maize, feterita—1% of selling price; minimum, 2¢ per 100 lbs.

Flaxseed—1% of the selling price.

All other seeds take 1½% of the selling price. Alfalfa meal, 50¢ per ton; mill feeds, \$5 per carload.

Commissions for buying and shipping on order for non-members are 1% of the buying price with a maximum of 1½¢ per bu. and a minimum of 1¢ per bu. For members, this is reduced to ¾% of 1% of buying price with a maximum of 1¼¢ per bu. and a minimum of ¾¢. Brokerage fees are \$1 per car on grain and millfeeds and \$2 per car on seeds. Detailed, buying and shipping on order for non-members is charged for as follows:

Wheat—1% of purchase price; max., 1½¢; min., 1¢ per bu.

Rye, barley, ear corn and snap corn—1% of purchase price; max., 1½¢; min., 1¢ per bu.

Screenings—1% of purchase price; max., 2¢; min., 1¢ per bu.

Shell corn—1% of purchase price; max., 1¢; min., ¾¢ per bu.

Oats—1% of purchase price; max., 1¢; min., ½¢ per bu.

Kafir, milo maize, feterita—1% of purchase price; max., 3¢; min., 2¢ per 100 lbs.

Flax—1% of purchase price; all other seed, 1½%.

Alfalfa meal, 50¢ per ton; millfeeds, \$5 per car.

Fees for complete future trades on wheat, corn and oats are \$7.50 for 5,000 bus. or multiples thereof; \$2.50 for 1,000 bus. or multiples thereof. If a trade is not closed out, but delivery taken, regular commissions are charged.

Country shippers can send samples of wheat to their commission merchants to have protein determinations made and are charged only 75¢ for each checked determination.

All of the commission men, which includes nearly every member of the Kansas City Board of Trade, regularly send their market letters and market bulletins to country customers giving prices and late market news.

The Kansas City Board of Trade is firmly convinced that the commission business is primarily an exchange of service for remuneration and considers any violation of that theory contrary to good business principles and a violation of the commission rules. With that in mind, its advertising committee some three years ago passed the following rule, which has been steadfastly observed ever since.

"The presentation of any gift or any article or the performance of any service which has an intrinsic and merchantable value and for which recipient would ordinarily and necessarily be to an expense, is a violation of the commission rule."

This eliminates even the giving away of blotters.

Dealers in C. P. A. territory can go to Kansas City by way of Chicago for the same fare as any other route, and enjoy a stop over.

Weighmen of Kansas State Dept.



Front row, left to right: Jos. Zimmerman, E. G. Endres, John Donnelly, R. B. O'Shea, Aaron Jones, Wm. A. Dalton, H. H. Wood.
Second row: T. R. Ash, W. J. McCracken, T. D. Chamberlin, W. S. Bemis, H. E. Temperly, W. H. Kelly, M. F. Gengler, H. B. Nye.
Third row: Carl E. Schmeling, D. B. McKnight, T. W. Renfrew, G. F. Jacks, P. C. Rand, Roscoe Riley.
Fourth row: B. F. Wright, Clyde Morgan, F. X. Aaron.

Inspectors of Kansas State Dept.

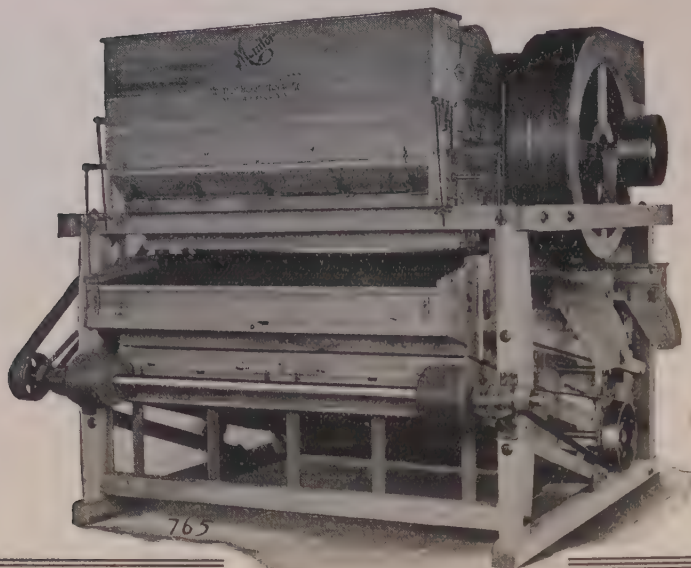


Front row, left to right: H. E. Armstrong, T. B. Armstrong, F. M. Fink, chief clerk; W. B. Dalton, chief grain inspector; E. A. Kessler.
Back row: Ralph P. Summers, R. F. Alleman, H. M. Decker, C. A. Wiziard, Francis V. Daily, C. W. Winslow.

Samplers of Kansas State Inspection Dept.



Front row, left to right: B. G. Darnall, E. C. Norton, E. A. Kessler, P. G. Patton, Harry Horner.
Middle row: Fay McIntyre, Wm. Walnov, W. H. Radford, J. L. Graham, Fred Gallehugh, Howard Anderson.
Back row: W. J. Harris, Wm. Deckman, C. E. Malott, E. L. Higbee, R. L. Gravatt, H. A. Jamison.



Kansas City Market and Its Favorite Cleaner

Kansas City is a wonderful grain market. Yet, her reputation in that respect depends on how she cleans the grain. A majority of the cleaning plants of Kansas City use the MONITOR. Among them, we mention

**Chicago & Alton Ry. Elevator—
 Rock Island Ry. Elevator—
 Santa Fe Ry. Elevator—
 Burlington Ry. (Murray) Elevator—
 Ransom Coal & Grain Co.—Feed Plant
 Rudy Patrick Seed Co.—Seed Plant—
 Washburn Crosby Co.—Flour Mill Plant**

Kansas City, in common with other prominent primary and terminal grain markets, has installed MONITOR machines to insure the expeditious and economical handling of grain through its plants. You who are not using MONITORS can profit by the experience of these prominent markets as well as by the experience of thousands of country stations using the MONITOR.

Huntley Manufacturing Company

Department B

Silver Creek, New York

Our Representatives At Your Service

Chicago, Ill.

A. D. McPherson,
411 Webster Bldg.

Kansas City, Mo.

F. J. Murphy, 732 Board
of Trade

Dayton, Ohio

W. B. Sutton, 337 W.
Hudson Ave.

Los Angeles, Calif.

McKain Mfg. Co.

High Point, N. C.

C. T. Burton, 204 White Oak St.

Portland, Ore.

J. J. Ross Mill Furn. Co.

Minneapolis, Minn.

A. F. Shuler, 218 Iron
Exchange

Vancouver

Will Hill, 615 Credit
Foncier Bldg.

Philadelphia, Penna.

B. L. Brooks, Hanover
Hotel

Seattle, Wash.

J. J. Ross Mill Furn. Co.

Canadian Plant:

Tillsonburg, Ontario

GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, SEPTEMBER 10, 1925

OVER BIDDING the market may take some grain away from your competitors, but it is not likely to increase the surplus to your credit at the bank.

ARE YOU proud of your market? Then do not speak ill of it or of your fellow members. Better not make any attempt to boost the market than to belittle its claims for attention with thirty cents' worth of advertising.

PROFITABLE handling of the wheat crop this year will require close study by merchandisers in order to have supplies available at strategic points at the tail end of the movement when holes at unexpected points will have to be filled.

WHEN YOU see a box car leaking grain in transit, report the essential facts regarding it to the Journal for publication in our "Leaking in Transit" department so that the information may help some struggling brother to collect for his loss from the carrier. The cost to you is nothing; the help to your brother dealer often is expressed by three figures.

THE CONTINUED growth in number and capacity of feedstuff factories is convincing proof of the better results obtained by feeders using the balanced ration. Many country elevator men not only handle lines of established feeds but also manufacture a line of their own and find it a profitable outlet for off-grade grain and surplus power and labor. Feed grinding is truly the elevator man's legitimate sideline.

FREE STORAGE for farmers grain seldom proves profitable and often proves decidedly unprofitable where the grain is shipped out before the market advances.

ALTHO the corn crop is not excessive it happens that the corn belt will have its usual surplus and all the central markets can expect a heavy movement into and out of the terminals giving a normal and profitable activity.

ALL PERSONS going to the Kansas City convention of the Grain Dealers National Ass'n should write now to the Secretary of the Grain Dealers National Ass'n, Toledo, O., and get a certificate, entitling them to a round trip ticket for fare and one-half, upon presentation to their local railroad agent. Do not delay—get a certificate now!

WITH CASH OATS selling at a proper discount under the distant futures the present situation affords the elevator man with room an opportunity to make a profit out of the generous oats crop. A discount of 8 cents on September compared with May is nearly equal to 21 per cent of the value to the elevator man in the country who can buy oats at 35 cents per bushel. This again demonstrates the value of the hedging facilities of the grain exchanges.

GRAIN INSPECTORS licensed by the Federal Government are not in the employ of the Government, but their work is under the supervision of the Federal Supervisors and if their grading is frequently wrong their license will no doubt be cancelled. However, this does not relieve buyers and sellers of the necessity of exercising vigilance and in employing the service of samplers and appeal boards in checking up the grading of shipments in which they are interested.

ARE YOU familiar with all the points covered by the court and arbitration decisions published in each number of the Journal? Familiarity with these points, even though gained through reading of the troubles of others, will help you to a clearer understanding of your own rights and it may give you a fairer consideration for the rights of others. The publication of these decisions in every number of the Journal is not continued with the hope that we will make lawyers out of grain dealers, but simply to help them to think more accurately and act more cautiously in entering into and fulfilling contracts.

THE MILLERS NATIONAL FEDERATION is putting out propaganda on the bullish situation in domestic wheat with the praiseworthy purpose of leading millers to secure for themselves a larger margin of profit in view of the smaller milling output. If this is the sole result all will be well, but if millers are misled as they were by the government's reports of a short world crop a year ago, into neglecting to place hedges on their business the outcome will be unfortunate. In this connection it is wise to consider the placing of hedges against flour sold in the domestic wheat pits, and against wheat held in store, in the Winnipeg pit.

SHORT LINES of railroad continue to be scrapped because they cannot compete with auto trucks and busses. The railroad of the future seems destined to be limited to long-haul traffic.

FINAL CROP returns from nearly every state proves a more spotted production in prominent wheat producing states than has been known for years. The variation in yields in some states is as marked in adjoining counties and off-times in adjoining fields, that it has emphasized the great advantage of better agricultural methods than any season we have had for years. Sloppy farming has been slapped in the face and the painstaking, careful, foresighted farmer rewarded beyond measure.

CARRIERS are liable for every ounce of grain intrusted to them for transportation, but the responsibility of proving delivery to the carrier of the full amount claimed rests upon the shipper. In cases where the weighing is done by disinterested public weighmen whose weights are generally accepted by the carrier it should be an easy matter to convince any claim agent that the weights were right. If the cashier of the freight department is willing to use the weighing department's weights in settlement of freight bills then the claim department should also be willing to accept the same weights in the settlement of claims for loss in transit.

ANOTHER POOL has distinguished itself by marketing the 1924 crop of potatoes at a cost of forty-eight cents per bushel to members. That should be sufficient evidence of the efficiency of the pool system to encourage the members to rent their farms to the sheriff. The idea that a pool has superior intelligence or any advantage over the individual farmer in marketing any kind of a farm crop is groundless as it proves by the experience of nearly every pool formed to date. When the farmers awake from the agitators' spell they will intrust the marketing of their crops to no one but themselves. They are directly interested, the pool managers are not, because they have power to fix their own earnings in keeping with their own wishes. The pool members are all at their mercy and get only what is left.

IT MUST be gratifying to the Bureau of Agricultural Economics to receive, as it has, the cordial endorsement of its plan for the co-operative enforcement of the Pure Food and Drugs Act. The National Ass'n and every one of the exchanges without exception has given the representatives of the Bureau who laid before them the scheme outlined fully on page 218 of the Journal for August 25, under the caption "For Team Work by Ass'ns and the Federal Government," unanimous endorsement. Last week the grain com'tee of the Chicago Board of Trade conferred with representatives of the Bureau and decided to recommend favorable action by the directors of the Board. By this plan the Department will not let down in its prosecution of offenders. Neither will it guarantee Southeastern buyers anything better than called for by the contract.

CARRYING oats thru winter storage often proves very profitable, but last year the elevator operators who filled their bins so full with oats they could not and didn't turn them, lost heavily. In fact many of the oats were removed only with a pickaxe.

THE POOL settlement price of \$1.66 in Manitoba is for effect. It is only nominal for No. 1 Northern. Following the payment of \$1.55 the farmers are not getting 11 cents—but 6½¢ on No. 1, down to as little as 1¢ per bushel on No. 5. At that rate the pool promoters can well afford to preach against the middleman forever. He gets several times as much for his indifferent service as the experienced grain man ever received for his service and for assuming all the risks of ownership.

DOCKAGE in spring wheat has increased materially of late years and at a time when prices ruling have been so high that the growing of this trash has proved very expensive to the farmers and very annoying to the marketers of wheat. The saving in freight alone on the dockage in the 1923 crop would have amounted to over \$8,000,000, or enough to have equipped most of the wheat shipping elevators of the Northwest with a modern grain cleaner. If all elevator operators would encourage farmers to clean their seed wheat thoroughly or even go to the extreme of cleaning it for them, the amount of rubbish grown where wheat should be grown would be greatly reduced.

STINKING SMUT has resulted in such heavy discounts on wheat this year that the Omaha Grain Exchange has inaugurated an intensive campaign against smutty wheat. It is broadcasting talks on the proper treatment of smutty wheat for seed and is making every endeavor to discourage the growing of smutty wheat. Every country grain dealer whose patrons' product is so afflicted should make every endeavor to give as much information regarding this trouble to his farmer friends as possible. Washers are now obtainable which will remove all of this smut, so that wheat so afflicted can be sent to market in prime condition; or washed in a terminal that is properly equipped, and a material reduction in the discount effected thereby.

ARE YOU interested in preventing fires about your plant? We think you are, that is why we publish as much information as possible regarding the expensive experiences of other grain dealers. The greater the vigilance exercised by every mutual policy holder, the lower the cost of fire insurance to all policyholders in the mutual companies. The grain elevator owners have it within their power to effect even a greater reduction in the cost of their fire insurance than has yet been attained. The mutual company managers, through careful selection and vigilant inspection are doing their full part in trying to keep down the losses. The individual policyholder can accomplish much more because he is the man in control of the hazards and if he corrects whenever he detects known hazards, he will soon effect a real reduction in the cost of his insurance.

GENERAL CREDITORS of members of the Duluth and Minneapolis exchanges will come in a poor third under the law of 1919 just sustained by the Supreme Court of Minnesota, as reported elsewhere in this number, giving the country shipper a first lien on the sale price of a membership in the grain exchange. True, the court expresses some doubts about the constitutionality of this class legislation; but no member of the Board of Trade will appeal to the U. S. Supreme Court, being glad to extend to shippers to their markets every protection and inducement.

A Well Equipped Grain Market.

Did you ever stop to consider what constitutes a well equipped grain market? Did you ever consider the essentials necessary to make an attractive market for grain?

A well organized and rigidly regulated exchange is not the only thing essential to making an active market for grain. First, the well equipped market must be conveniently located and advantageously supplied with railroads intersecting all producing territory, as well as consuming territory. The larger the number of local consuming industries, the stronger the demand for grain at all times.

Then, too, the speculative buyer is a most welcome factor in absorbing surplus offerings. The hustling commission merchants and brokers play their full part, in that all are ever eagerly striving to get a higher price.

In this number of the JOURNAL, we have noted briefly nearly every activity of Kansas City's great and growing market. Readers who do no more than simply scan the headlines, will get a comprehensive outline of the many factors contributing to one of the country's greatest grain markets.

Several new rapid handling working houses have been added to Kansas City's equipment this year and the storage facilities have been materially increased, so that the market is now better equipped to handle a large crop expeditiously than ever before.

So many different factors are essential to the complete equipment of a market, many dealers have often overlooked the importance of each class of traders or manufacturers who contribute their share to the formation and maintenance of an active grain market.

Kansas City is fortunate in possessing many modern fire-proof grain elevators. They are equipped to handle grain rapidly, as well as to clean, clip, wash and dry all grain which can be improved. No market has done more to safeguard the interests of the outside shipper and buyer who must entrust his interests in the market to a local representative.

The new Board of Trade building reflects the progressive spirit of the market and proves that the members of the exchange are to be satisfied with nothing but the best facilities obtainable for expediting the efficient and economical handling of the grain business.

Dealers from all parts of the land who are planning to visit Kansas City Oct. 12-14, on the occasion of the 29th annual convention of the Grain Dealers National Ass'n, will find the market of far more interest if they will take the time to read of the many different de-

partments maintained for the service of the entire trade.

The Kansas City market is not only prepared now to serve the trade well, but its facilities are daily being improved with a view to serving better even a greater clientele.

The New Clearing House Plan.

The members of the Chicago Board of Trade are to be commended for the spirit displayed in adopting a clearing house amendment simply to please grain dealers in other markets and some millers who had led the Secretary of Agriculture to believe a change in the system would be beneficial.

There is much to be said in favor of the corporate method of clearing trades, confined to its legitimate function of clearing, rather than restricting the trades of members, much as we would regret the passing of the courtesies of credit and commercial standing. There is nothing in the amendment to the rules adopted by the vote of the members requiring the contemplated system of clearing to have any restrictive effect that might be harmful; and it is likely the able committee to which the matter has been entrusted will be able to formulate a scheme that will have the full approval of all members.

What Is Success?

*It's doing your work the best you can,
And being just to your fellow-man;
It's making money but holding friends,
And staying true to your aims and ends;
It's figuring how and learning why,
And looking forward and thinking high,
And dreaming a little and doing much;
It's keeping always in closest touch
With what is finest in word and deed;
It's being thorough, yet making speed,
It's daring blithely the field of chance
With making labor a brave romance;
It's going onward despite defeat,
And fighting staunchly, but keeping sweet.
It's being clean and it's playing fair;
It's laughing lightly at Dame Despair;
It's looking up at the stars above,
And drinking deeply of life and love;
It's struggling on with the will to win,
But taking loss with a cheerful grin;
It's sharing sorrow, and work, and mirth,
And making better this good old earth;
It's serving, striving through strain and stress,
It's doing your noblest—that's Success.*

—“The Live Wire.”

Shippers Have First Lien on Exchange Membership.

The Supreme Court of Minnesota on July 3, 1925, passed upon the validity of chapter 283, Minnesota laws of 1919, giving shippers of grain a first lien upon memberships in grain exchanges to secure indebtedness arising from the consignment of grain to the owners of such memberships.

The decision was in favor of the plaintiff, John Tait, and against Julius A. Schmah and others, trustees of the estate of E. L. Welch Co., bankrupt, and went against the memberships of the company in the Minneapolis Chamber of Commerce and the Duluth Board of Trade.

The title of the act is:

"An act to give sellers and consignors of grain a first lien upon the memberships of any member of any chamber of commerce or board of trade on account of any indebtedness arising from the purchase, or sale upon consignment, of grain by such member."

It provides:

"That the indebtedness of any member of any chamber of commerce or board of trade or other grain exchange for or on account of any grain purchased by such member, or sold by him as agent or commission merchant, shall be and constitute a first lien upon the membership of such member prior and paramount to the lien of all other members of such chamber of commerce, board of trade or other grain exchange; notwithstanding any rule or by-law of such grain exchange to the contrary."

The method of enforcing the lien is by a sale of the membership to the highest bidder "in accordance with the provisions of the rules of the grain exchange governing the sale of memberships to satisfy liens, and the proceeds shall then be applied, by said grain exchange, in satisfaction of the debt or debts of said member."

The court said: Our view is that the character of a so-called grain exchange, and its position with respect to the agricultural interests of the community, are such that it is competent for the Legislature to declare, by law, that the creditors of a member of such an exchange, whose claims are for the unpaid price of agricultural products, sold to or through him, shall have a lien upon his membership in the exchange paramount to that of other creditors. A reasonable basis for such a discrimination against the members of the exchange themselves is easily discernible. They have means for the easy maintenance of a constant touch with the credit standing of all the members of their exchange, and have their own methods of enforcing discipline and the maintenance of proper standards of conduct. Those advantages are not possessed by the ordinary shipper of agricultural products, who must and does depend very largely upon boards of trade and chambers of commerce for the furnishing of safe media for his consignments.

The same argument applies, although not with so obvious a basis, in favor of the shipper and against the creditors of a commission merchant other than members of his exchange. It is the patronage of the shipper that makes possible his profitable activity, and results in his contact with those who extend him credit. It is certainly not for courts to say that a statutory discrimination, in favor of those who are the source of the profitable activity of others and against those who profit thereby, is improper and without any reasonable basis.

A more difficult question arises when we consider the discrimination in favor of shippers of grain and against consignors of other agricultural products. In the application of the law to the members of an exchange which handles nothing but grain, this question does not arise. But in the application of the statute to exchanges, the members of which, under its rules and practice and by means of its facilities, handle farm produce other than grain, the question cannot be avoided.

We are satisfied that, if the preference created by the law had been broadly given to the shippers of agricultural products, the classification would have been unobjectionable upon any constitutional ground. This is not a case of regulation of the ordinary restrictive character, which, in order to be constitutional, need not "extend to all cases which it might possibly reach." It is no objection to such a law that it reaches only some evils where more might have been included. It is not necessary that it "be couched in all-embracing terms." *Miller v. Wilson*, 236 U. S. 373, 35 S. Ct. 342, 59 L. Ed. 628, L. R. A. 1915F, 829. Notwithstanding all that, it is difficult to understand why, whatever evil existed in terminal grain markets, the attempt to reach it should be, not by a prohibition of the vice or a regulation of the practice of those who indulge in it, but by a discrimination between those who supply them with the commodities wherewith they do

business. The reasonable relation which must exist between the evil and the remedy is difficult to find. But, while we have difficulty in finding a legitimate basis for discrimination between shippers of grain and those who consign other farm produce, there is enough possibility of one to prevent our saying that the law is invalid. The fact that the business handled through our grain exchanges, so-called, which does not arise from the shipment of grain is relatively small, and is not subject to deals in "futures" and other hazards peculiar to the grain trade, may have contributed to the legislative creation of the discrimination in question. If so, it is not for us to disapprove. At best, the question is not free from doubt. Unconstitutionality, upon the narrow ground to which the argument has been reduced, is not clear. Therefore, within the familiar and wholesome limitations upon judicial review of legislation, we cannot say that the law is unconstitutional.—204 N. W. Rep. 637.

Carriers Declare Need of Higher Rates.

Railroads are seeking an increase in rates on the general principles that returns on invested capital are diminishing and present rates are out of balance with mounting costs, in a hearing before the Interstate Commerce Commission, being conducted by Clyde B. Aitchison; chairman, at Chicago, Ill., Sept. 9.

Testimony of L. E. Wettling, mgr. of the statistical bureau of the western railroads, supported the petition of the carriers for a horizontal freight increase approximating 5%. In his amplification Mr. Wettling stated that "almost one-fifth of the money invested in the western railways failed to receive any financial return in 1924, and the remaining four-fifths of the money invested received a net return which was actually even less than the rate of return earned by the total investment in 1916."

An intervening petition joined in by the railroad commission of Arkansas, the corporation commission of Oklahoma and the railroad commission of Texas, suggested that the Interstate Commerce Commission create a new rate group that would include all of Arkansas, most of Kansas, that part of Louisiana now in the western group or district, the portion of Missouri south of the Missouri River, and the states of Oklahoma and Texas, on the grounds that different topography and climate in the southwestern region created relatively different motive power conditions than those of other groups. The rates in the southwest are now higher than those in other groups.

R. N. Van Doren, vice-pres. of the C. & N. W. and chairman of the law com'te of the railways represented in the case, stated that with few exceptions carriers would probably ask for no more than a general increase of 5% in the rates. Testimony of C. F. Spens, vice-pres. in charge of traffic of the C. B. & Q., covered the increases in a program as follows:

All rates to be advanced horizontally 5 per cent except as follows: Rates into the Missouri river markets; also St. Paul, Minneapolis and Duluth to be advanced 1 cent per 100 pounds.

Rates from these markets to Chicago, Peoria, St. Louis and points taking the same rates; also to Mississippi Valley, southwest territory and to Gulf ports and Rio Grande crossings for export, 1 cent per 100 pounds.

Rates from west of Missouri river including Oklahoma to southwest and Mississippi Valley territories; also to Gulf ports and Rio Grande crossings, when for export, 2 cents per 100 pounds.

Through rates made on combinations of local and proportional rates, 2 cents per 100 pounds. All other rates, including intrastate rates 1 cent per 100 pounds.

Rates between Pacific Coast and southwestern and western trunk line territories 3 cents per 100 pounds.

Joint through rates between western district and eastern and southeastern territories to be advanced the proportion the western lines' rates are advanced.

No change in present rates for accessorial services such as switching, reconsigning, etc.

Exceptions to transcontinental rates to be announced later.

Regularly established rate relationships to be maintained.

Denying the statement that only weak railroads were in need of increased earnings, Mr. Wettling said:

In 1923, those western roads or systems that earned 5 per cent or more represented only 1.5 per cent of the total western railway investment, operated only 1.4 per cent of the total western mileage and carried only 2.3 per

cent of the western freight traffic. This means that in 1923 these roads had 98.5 per cent of the total western investment, that operated 98.6 per cent of the western mileage, and upon which the western people are dependent for 97.7 per cent of their freight transportation earned less than 5 per cent. And in 1924 the rate of return earned by the western lines was even lower than in 1923.

Present rates are now 16 per cent below the level of 1920, and in the last four years shippers have been saved an aggregate of \$850,000,000 in freight charges at the expense of the railways and their fair return.

His declaration was supported by Mr. Van Doren, who said:

Important western railway companies are now in the hands of the receivers, and other companies will follow unless financial relief is afforded them. The present low level of western freight rates, which are now only 29 per cent higher than in 1911, has been far outstripped by the rising tide of prices, wages and taxes and the western freight rate level is relatively far below that in effect in other sections of the country.

Mr. Donnelly and Fred W. Sargent, pres. of the C. & N. W., while agreeing to rest their case on the insistence for the 5% increase, stated that this would not guarantee a fair return for the railroads of the northwest group. In their opinion the increase should not be less than 11%.

Mr. Sargent presented the following reasons for an increase in rates:

Maintenance of way expense increased 96 per cent. Maintenance of equipment increased 165 per cent. Transportation expense increased 90 per cent. Total operating expense increased 107 per cent. Pay-roll increased 119 per cent. Average earnings per year per employee increased 115 per cent. Rate per hour paid employee increased 139 per cent. Taxes increased 180 per cent. Net railway operating income decreased 28 per cent. Dividend payment and surplus decreased 47 per cent. Net railway operating income decreased from 5.98 to 3.38 per cent.

Against these figures increases could be shown only as follows: Investment in road and equipment increased from \$354,486,370 to \$494,529,203, an increase of 40 per cent. Tons of freight carried one mile increased 32 per cent. Freight revenue per ton mile increased 44 per cent. Total freight revenue increased 90 per cent.

John A. Kuhn, traffic manager of the Omaha Grain Exchange, is among those attending the hearing, called by the I. C. C. in compliance with the Hoch-Smith resolution and bears instructions to fight any attempt to increase rates on grain and grain products in his territory.

Chas. Donnelly, pres. of the Northern Pacific railway, declared the Potter plan, accredited to Mark W. Potter, former member of the I. C. C. and now one of the receivers of the C. M. & St. P., whereby the railroads would pool their earnings from the proposed 5% freight rate increase for distribution among the carriers earning less than 5 3/4%, is unworkable and could not be made applicable with any one year as a basis. Additional difficulties would be encountered in the computation of the earnings of individual railroads from year to year as new factors arose to be considered.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. No. 91526 leaking grain at sides when passing thru Clinton, Neb., on Sept. 2.—Jas. G. Motz, mgr., Clinton Grain Co.

T. P. & W. No. 2273 was leaking grain at sides when seen on Sept. 2 while going thru Clinton, Neb.—Jas. C. Motz, mgr., Clinton Grain Co.

Ill. Cent. No. 22806 passed thru Thawville, Ill., Aug. 6, leaking oats from under siding.—W. H. Hayes, mgr., Thawville Farmers Grain Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Exterminating Weevil?

Grain Dealers Journal: We would like to have information regarding the process of eliminating weevils from elevators. If you know of any method which can be used for this, will you kindly let us know.—Cargill Grain Co., Milwaukee, Wis.

Ans.: Four gases, carbon bisulphide, hydrocyanic acid gas, ethyl acetate and chloropicrin, are extensively used to treat weevily wheat. Complete directions for using them are given on page 377 of the Mar. 25, 1925, number of the Journal.

Illinois Law on Storage in Country Elevators?

Grain Dealers Journal: Will you please give us information as to the law in this state regarding storing of grain in country elevators?—Stockland Farmers Grain & Lumber Co., Stockland, Ill.

Ans.: Over eleven years ago there was an attempt made by the Illinois Grain Dealers Ass'n to have the state issue regulations that would control, restrict, and discourage the storage of grain in country elevators for farmers.

However, this attempt failed, as, although the Illinois Public Utilities Commission did on July 2, 1914, issue regulations directing how the country elevator man should conduct his storage business, compelling him to file a schedule of storage charges, there was a failure to provide a penalty and the law has become a dead letter as it cannot be enforced.

Therefore, a country elevator man storing grain for farmers has only the common law liability incident to such business of storing property for other persons.

He can conduct his business to suit himself, charging or not charging for storage, but if he does store grain for a charge, he thereby makes himself *de facto* a public warehouse man and if he gets into a controversy with a patron over the payment of storage charges, he is in no position to start a suit for collection of those charges if he has let the grain go out of his possession.

Carrier Liable for Full Weight Loaded.

Grain Dealers Journal: Under date of Oct. 8, a carload of grain screenings, Soo Line 34826, was loaded for us at Duluth and was weighed under the supervision of the state weighmaster and we hold official weight certificates showing 60,000 lbs. loaded. This car arrived Hammond under date of Oct. 15, and was weighed under the supervision of the Chicago Board of Trade weighmaster and found to contain but 58,400 lbs. There being a discrepancy of 1,600 lbs., we filed claim on the railroad altho there was no sign of leakage at the time the car was unloaded. We contend, especially since screenings will run freely, that even tho there were no visible leaks at the time the car was unloaded that the discrepancy occurred while en route. Carriers have declined our claim, declaring that the 1,600 lbs. discrepancy must be a variation in weights between the point of origin and destination.

If you have any Supreme Court decisions on this subject, we would appreciate having them as we still feel that we are justified in entering claim and insisting upon carriers paying it.—Nowak Milling Corp., Hammond, Ind.

Ans.: When there is a difference in the weights at point of origin and at destination, in the absence of any explanation therefor, the courts always assume that the weights at point of origin were correct.

Shipper holding a state weighmasters' certificate at Duluth, Minn., is in even better po-

sition to sue the carrier in court, as the carrier cannot attack the credibility of the state official's certificate.

Start suit against the railroad company right away if it persists in refusal to settle; and refer attorney to decision in *Dowlin v. Panhandle*, 247 S. W. 873, and *N-W Elevator Co. v. Great Northern*, 141 N. W. 298, also in the *Journal* of Mar. 25, 1923, page 385. It is customary for all railroads to accept the weights of both these weighing depts. as correct, in fact they use their weights in billing charges for grain transported. Inasmuch as the railroads use these weights in assessing freight charges, they should also use them in determining loss in transit and settle on that basis.

Markets with Licensed Inspection?

Grain Dealers Journal: On page 218 of the Aug. 25 number of the *Journal* is an article on "Decentralization of the Grain Business," in which we are very much interested, as it refers to the increased number of points where there is federal licensed inspection.

We would very much like to learn the names of each market place in the United States that has federal licensed inspections. Where can we obtain this information?—Bob Fruen, of Fruen Grain Co., Mobridge, S. D.

Ans.: Several years ago the U. S. Dept. of Agriculture published a circular giving the names and markets, but on account of the impracticability of keeping the list up to date no lists have been published.

The offices of Federal Grain Supervision can supply the names in the different localities. Those in the Northwest will be furnished on application to the following Federal Supervisors: R. C. Miller, Minneapolis, Minn.; H. F. Gray, Milwaukee, Wis.; R. C. Wright, Sioux City, Ia.; H. E. Nelson, Omaha, Neb., and Geo. Hardgrove, Spokane, Wash. Names in any locality will be supplied on application to Fred G. Smith, Federal Grain Supervisor, Webster Bldg., Chicago, Ill.

There are now about 450 licensed inspectors of grain at 150 points.

Smoky Office Chimney?

Grain Dealers Journal: We have 2 elevators with offices on the west side, attached to the elevator proper. When the wind blows hard from the northwest, it is almost impossible to keep the office stove from smoking badly. We have tried most every device suggested but have not been able to overcome it. Adding several feet to the regular chimney, the use of a revolving cap, and the trial of a sort of a "T" shaped pipe did not help any.

Inasmuch as many elevators are built in the same manner, it occurred to us that you might know of some device to cure the trouble.—Gund Sien & Co., Atlantic, Ia.

Ans.: Evidently the smoke is pressed down the chimney by the air striking the building and being diverted downward into the chimney.

To balance the air pressure above and below



W. P. Brown, Memphis, Tenn., Deceased.

the roof of the office have a second flue or stove pipe open to the air at the upper end over the roof and open at the lower end into the office room near the stove. If the doors and windows are tight the plenum pressure in the room should force the smoke upward. This device could be kept closed for use only when the wind is from the west.

A more expensive remedy would be to run the office building smokestack clear up to a height above the elevator roof, with a revolving cap on top. This would be more satisfactory as it would not require attention and would not introduce cold air into the office.

Grain Claim Suits Under Illinois Statute?

Grain Dealers Journal: We remember reading in the *Journal* a few years ago an article explaining how, under a statute recently enacted in Illinois, suits against railroad companies could be brought with affidavits of the weighman without the necessity of the claimant bringing the witnesses to court. When was this published in the *Journal* and is the law still in force?—Pacific Flouring Mills Co.

Ans.: The article explaining the advantages of starting suit under the Illinois law was published in the *Journal* May 25, 1921, page 881, and is still in effect. As stated by Attorney Owen L. Coon, suits can be started under this law in Illinois, even where the loss occurred in some other state, by merely filing, at the time of starting the suit, the necessary evidential affidavits. It is, of course, necessary that the defendant railroad have some representative in Chicago or Illinois on whom the papers could be served to get the railroad company into court. If the railroad company so desires, it can examine the parties making the affidavits, but the burden and expense of getting the affidavit-makers into court falls upon the railroad company. In other words, it will cost the railroad company something to fight the claim.

Actively strong local grain dealers associations are responsible for reduced fire hazards, better business methods, greater prosperity, and a host of other traceable advantages. Unselfish organizers-and-better-business-promoters may be few, but fortunately their number is daily increasing as the resultant good achieved repays them many times over for their efforts. Truly, "he profits most who serves best." If only more knew how little is the effort required to be of just a bit more service to his fellow man, soon "we'd all be as happy as kings." But one never knows of the benefits of self-sacrifices until he's tried, and tried, and tried; even tho the effort necessary be ever so minute, no man ever lost by such an expenditure.

W. P. Brown Dead.

A stroke of apoplexy, unprecedented by illness of any sort, suddenly brought to a close the busy life of William Person Brown, 63, on Saturday afternoon, Aug. 22, at his office.

Mr. Brown was born in Memphis, Tenn., Apr. 7, 1861. He first became connected with the grain business thru John K. Speed & Co., whom he afterwards succeeded in business, changing the name of the company to W. P. Brown & Co.

He was long connected with the Memphis Merchants Exchange. At his death he was one of the oldest, still one of the most active of its members. He was one of the leaders in the Exchange and served on various committees and in various offices during his long membership. He was also pres. of the Consumers Ice & Coal Co. and 3rd vice-pres. of the Wolf River Sand & Gravel Co.

In his early life Mr. Brown was a member of the old Chickasaw Club, but later took very little interest in social activities. His main hobby was the cultivation of roses, of which he was exceptionally fond.

His widow, Mrs. Fannie Taylor Brown, his son, William P. Brown, Jr., a daughter, Miss Louise Taylor Brown, and two sisters, Mrs. C. E. Morrow and Miss Laura Brown, survive him. A host of friends sympathize with them in their bereavement.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Helped by Report of Car Leaking Grain in Transit.

Grain Dealers Journal: It is somewhat late, but I am glad to thank the Grain Dealers Journal for the service it rendered the Western Elevator Co. some time ago.

When I was manager at one of its stations in Northwestern Iowa, I loaded a car for Omaha; a leak developed in transit and about one-hundred and fifty bushels of grain was lost. I had been struggling with the railroad claim agent for some time when the auditor of the elevator company clipped a report out of your "Leaking in Transit" department, and on the strength of this information, we secured a prompt settlement from the railroad. Several months later, I stopped off at Onawa, Iowa, and thanked the manager of the Farmers Elevator Company for reporting it to your Journal.

From my own experience, I believe that all grain shippers can render a valuable service to one another by reporting cars seen leaking grain in transit. I believe the railroad companies would not reject any claim supported by the report of a grain shipper who had actually seen the car leaking.

Sincerely hoping that your department devoted to these reports will receive more information from grain shippers and thereby help them to collect more of their claims, I am yours truly—Dan M. McKenzie, Woodbine, Iowa.

Uses Granular Cyanide to Get Relief from Weevil.

Grain Dealers Journal: As we have found many beneficial articles in the Grain Dealers Journal from our fellow dealers, we offer this information, for those who handle flour in connection with their business. We have been troubled more or less from weevil, especially during the warm weather. Investigating the cost from the angle of Cyanide gas produced from the Crock method and also from the cylinder method of compressed gas, we found that it was too expensive for the man that stocked about 2 cars of flour and cereals.

We finally moved our flour into a fairly tight room, and disinfected the room by the use of granular cyanide such as we handle and sell for ground squirrels.

We soaked about three gunny sacks for each place in the room that we were going to use the gas. Figure up the cubic contents of the room and for each 100 cubic feet of space, use one ounce of "granular" cyanide. We would rather put the amount in two or three spots in the room so as to get the gas distributed equally all over the room. Measure in a small paper sack the amount of flake gas and start at the far end of the room, dump your sack quickly and work to the door. *Don't linger.*

It is advisable to do this on Saturday night and be careful to safeguard the use of this gas from humans and animals. Open this room from the outside Sunday morning and let the building air out. In our experience a couple of hours make it safe to go into the room.

If flour is badly infected do this three or four times so as to get thoroly cleaned.

Of course if your room or building is so constructed that this gas will leak into adjoining building or bother anyone, this part will have to be arranged. Use precaution and a little common sense and you can do this job cheaply and well. You can write the com-

panies that manufacture this cyanide and get more detailed information.

Depending on the amount of space to fumigate will determine your cost, but will say the average room can be fumigated for 75c to \$1.00. We have also disinfected small bins of grain by throwing in cyanide.—Yours truly, Geo. O'Dwyer, Inc., St. Maries, Idaho.

[It is dangerous to throw cyanide into a bin as suggested. Potassium cyanide, sodium cyanide and most other combinations of cyanogen are extremely poisonous, and on no account should be thrown where they become mixed with any foodstuff.—Ed.]

New Clearing House System for Chicago Board.

By a vote of 601 to 281 the members of the Chicago Board of Trade on Sept. 3 authorized the directors to formulate a corporate method of clearing trades and to put the new scheme into operation, or to return to the present system if in the judgment of the directors the corporate plan is prejudicial.

Altho many of the members of the Board and most of the members of the Clearing House are skeptical as to the advantages of any change from the present method they were willing to place the responsibility on the directors. Pres. Frank L. Carey was in favor of a new system of clearing trades, and Sec'y of Agriculture Jardine had been led to believe a new system would have control over the future trading. The amendment reads as follows:

In lieu of the method of clearing trades prescribed by Rule XXII, the board of directors is authorized to provide for the clearance of all trades in all commodities by a clearing corporation to be organized under the supervision of the board of directors. The character, rules and clearing regulations of the clearing corporation, and all modifications thereto, must be approved by the board of directors of this Association. After such clearing corporation shall have commenced operations, the clearing corporation may be substituted as seller to each buyer, and as buyer to each seller upon all trades in all commodities. Upon such substitution taking place, such clearing corporation shall have all of the rights, and be subject to all of the liabilities, of such members with respect to such trades, and all rules of this Association applicable as between members to contracts and their enforcement, shall thereafter be applicable as between such clearing corporation and members of this Association. After such clearing corporation shall have commenced operations, all contracts between members of this Association and all contracts between members and their customers, shall be deemed to have been made subject to clearance by the clearing corporation, and all such contracts shall be subject to the charter, rules and clearing regulations of the clearing corporation, as well as subject to the charter, rules and regulations of this Association. If, after such clearing corporation shall have commenced operations, the method of clearing hereby authorized shall prove prejudicial to the best interest of this Association, the board of directors by an affirmative vote of at least twelve directors, may provide for a return to the present method of clearing trades, or to such modified or other method as the board may select.

To work out the details of the new clearing house system Pres. Carey has appointed a com'te composed of Parker M. Paine, E. D. Norton, Harry H. Lobdell, Edward P. McKenna and Fred S. Lewis. Mr. Paine says: "It is the purpose of the com'te to include in its plan the most constructive features of existing modern clearing house systems and to present this plan at the earliest possible date. It is the first step, and an extremely important step, in a broad program of changes intended to meet all the constructive suggestions advanced by the department of agriculture, which is charged with the duty of administering the

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Oct. 12-14. Grain Dealers National Ass'n at Kansas City, Mo.

Oct. 12-14. U. S. Feed Distributors Ass'n at Kansas City, Mo.

Oct. 22-23. Vermont Grain Dealers Ass'n at Rutland, Vt.

W. S. Day Dead.

Following an operation for appendicitis, Winfield Scott Day, 44, prominent member of the Chicago Board of Trade, died at the Oak Park Hospital at 2:30 p. m., Sept. 4, from the effects of peritonitis.

Mr. Day was born Sept. 17, 1880, at Peru, Ill. At the age of 17 he became connected with Churchill & Co. at Chicago, where he served for 4 years. Upon his 21st birthday he applied for membership on the Board of Trade and was accepted Oct. 23, 1901. In 1913 the firm of MacKenzie & Day was organized of which he was a partner. This was dissolved when Mr. Day became connected with the newly organized Simons Day & Co. in December of 1916. The latter firm was retired in October of 1921, when Mr. Day became connected with Jackson Bros. & Co., where he served until the time of his death. During the years 1918-20 he was a director of the Board of Trade.

Mr. Day was a man of sterling character and ability and left this world with untarnished name. He was greatly admired and respected by his business associates and friends.

He took considerable interest in civic activities, and was for some time a member of the Park Board, Elmhurst, Ill., where he resided. He was a former president of the Elmhurst Golf Club and also belonged to the Chicago Athletic Club, the Union League Club and the Elmhurst Council of K. C.

His wife, Mrs. Imilda Grace Day, nee Boyle, 5 children, 4 brothers, and 2 sisters, survive him. They have the sympathy of countless friends in the grain trade in their bereavement. Interment was in the All Saints cemetery at Des Plaines, Ill.



W. S. Day, Chicago, Ill., Deceased.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Fort Morgan, Colo., Sept. 5.—Having just returned from crop survey in this territory the writer is pleased to report conditions in general very satisfactory and prospects the best in 8 years. Our corn is doing very well and is practically out of danger as far as frost is concerned. The Pinto bean crop will be exceptionally large. The acreage has been about doubled and apparently the yield per acre will be in excess of last year's splendid crop.—E. Lieber, grain dept., Fort Morgan Bean Co.

ILLINOIS.

Atkinson, Ill., Aug. 26.—We've shipped out nothing less than No. 2 oats and No. 1 wheat this season. The crops were of excellent quality.—Andrew Allen, mgr., Atkinson Farmers Grain Co.

Stronghurst, Ill., Aug. 25.—Recent hail storms in this vicinity caused considerable damage to the corn. Some fields are completely ruined.—Glenn D. Marshall, mgr., Stronghurst Grain & Mdse. Co.

Geneseo, Ill., Aug. 26.—Oats produced a fine crop. Corn prospects are the best in years. Considerable feeding is done in this section, Geneseo being one of the largest livestock shipping points on the Rock Island east of the Mississippi.—J. J. Guild.

Atkinson, Ill., Aug. 26.—Oats have regularly averaged over 30 lbs. to the bushel and produced 55 bus. per acre. The corn crop will undoubtedly be large but the quality will depend on how long the frost holds off.—S. S. Humphreys, D. F. Humphreys & Son.

Springfield, Ill., Sept. 9.—Excessive sunshine, continued drought, and unprecedented September heat featured the weather of the week ending Sept. 8.—The temperature averaged 13 degrees above normal with maximum of more than 100 degrees being quite common. The highest temperature was 109 degrees at Harrisburg near the Ohio River. Corn, especially the late planted, is drying out too fast and there is considerable firing. There were light rains at the week end in places but in many others there has been no precipitation since Aug. 20. Some areas report a water shortage.—Clarence J. Root, meteorologist.

IOWA.

Ottumwa, Ia., Aug. 24.—This is a big feeder territory. We ship in considerable corn and oats. Usually this moves in from Iowa points, but last year, for the first time in the history of the grain business here, large quantities of Kansas corn were purchased.—G. F. Spry, Spry Bros. Grain Co.

KANSAS.

Topeka, Kan., Sept. 10.—Estimates taken this month indicate that 91% of this year's winter wheat had been threshed by Sept. 1 and that 56% of the market surplus had already been sold. Last year on the same date it was estimated that only 80% of the crop had been threshed and 53% sold.—Kansas State Board of Agriculture.

Topeka, Kan., Sept. 10.—The month of August was very trying on corn. In the north central counties the crop was an almost total failure and much of it has already been cut for such forage as it afforded. The only good prospective yields in the state are in the north-west section. The east central counties will run from 20 up to 25 bus. In the western two-thirds of Kansas yields by counties will average from almost nothing up to about 15 bus. The milo and kafir both made splendid recovery. The September condition of the grain sorghums is rated at 70% of normal, promising a crop of 24,378,000 bus., compared with 26,622,000 bus. last year. Rains will not yet be too late to improve the sorghum crops materially.—Kansas State Board of Agriculture.

MICHIGAN.

Scotts, Mich., Sept. 9.—Fall crops look exceptionally well. Everything is pointing to a prosperous time for the grower.—White Bros.

MINNESOTA.

Beltrami, Minn., Sept. 8.—Wheat yield is 50% of last year's yield; durum, 60%; oats, 100%; barley, 100%, and rye, 60%.—St. Anthony & Dakota Elvtr. Co.

Backus, Minn., Sept. 4.—Wheat doing around 30 bus. per acre, acreage short. Oats, rye and barley very good, both in yield and increased acreage.—Earl Anderson.

Belleplaine, Minn., Sept. 3.—Wheat yield not as good as 1924 yield, is 10 to 20% less. Rye is poor and only making from 10 to 20 bus. per acre against 25 to 35 bus. in 1924.—Farmers Co-op. Elvtr. Co.

Beardsley, Minn., Sept. 4.—Our wheat crop will make about 10 bus. of 50 lb. wheat; durum 14 bus. of 56 lb.; barley 35 bus. of fair quality; oats 50 bus. of good quality; rye 12 bus. of poor stuff; and corn about half a crop.—C. E. Dittes, Dittes Bros.

Bejou, Minn., Sept. 4.—Wheat yielding 85% of last year's yield, mostly No. 3 grade; flax 80% and about 7 bus. to the acre; barley 110% and mostly all grading No. 3 on account of the dirt; oats yielding 115% of last year's yield and nearly all going No. 3 white; rye yielding 65% and making No. 3 because of light weight.—Farmers Co-op. Elvtr. Co.

Asbury (Granite Falls p. o.), Minn., Aug. 27.—Yield of wheat about 50% of last year. Test weight about 5 lbs. per bu. less. Color, moisture and protein content much better. Yield of oats fully as good as last year and quality much better. Corn crop damaged by drought to the extent of 25% anyway. Indications are that the quality will be better. Flax yields around 12 bus. per acre.—R. W. Bush, agt., New London Mlg. Co.

MISSOURI.

Pierce City, Mo., Sept. 5.—Our wheat is of a good quality and corn is a very good crop here, but 20 or 30 miles away they have no crop except in small patches where rain fell.—Pierce City Grain & Elvtr. Co.

MONTANA.

Harlem, Mont., Sept. 5.—Wheat marketed at this station will be about one-half of last year, flax the same; no rye.—Big Flat Grain Co.

Hobson, Mont., Aug. 20.—Wheat at this point yielding from 8 to 20 bus. per acre, is high in protein but light in weight.—R. Dale Woods, Mgr., Equity Co-op. Ass'n.

Hodges, Mont., Sept. 5.—The wheat yield this year is about two-thirds of what it was last year and will average only about 12 bus. to the acre. Oats, corn and barley are poor.—Olof Brusven, Eastern Montana Elvtr. Co.

Hamilton, Mont., Sept. 4.—Our wheat yield will be around 30 bus., oats 65 bus., and barley about 45 bus. per acre. Of course these yields are for the irrigated land as our dry land farming doesn't amount to much.—Hamilton Flour Mills.

Inverness, Mont., Sept. 3.—The crops here will fall short 65% against last year. The estimated amount for market is 75,000 bus. of wheat and last year's cut off showed 197,000 bus. marketed.—Paul Hoeller, agt., St. Anthony & Dakota Elvtr. Co.

Forest Grove, Mont., Aug. 25.—Crop for 1925 will make a very good comparative average with that of 1924. Marquis is running from 12 to 25 bus. and of a very fine quality. Threshing will be in full swing in another week.—H. J. Strunk, mgr., McLean Elvtr. Co.

Gage, Mont., Aug. 25.—The wheat crop is very spotted, is threshing out from 8-25 bus. per acre and grading No. 3. Spring to No. 1 H. Spring. Winter wheat nearly all winter-killed. Corn poor crop. Oats and barley are fair.—C. H. Tyrrell, agt., Roundup Elvtr. Co.

Glendive, Mont., Aug. 24.—The wheat crop yield will be about 75% of the last year yield; it will average around 8 or 10 bus. per acre. Oats will run about 50% of last year or about 20 bus. The protein will average 14% this year against 12% last year.—J. N. Jentges, mgr., Farmers Grain Co.

Fort Benton, Mont., Sept. 3.—Crops light; wheat average, about 7 bus. per acre and grading from No. 1 down to no-grade. Too much hot weather thruout early half of July and not enough rain at that time to carry the thick wheat up to proper ripening.—H. Hunkins, mgr., Farmers Elvtr. & Trading Co.

Glasgow, Mont., Aug. 22.—Wheat is yielding better than at first estimated; believe it will average around 12 bus. to the acre instead of 10. as was first reported. Wheat is running from 55 to 63 lbs.; not so bad considering the hot weather we had, but our summer fallow is doing the work. Protein from 12.24 to 18.00, so we have plenty of that. Altogether the farmers stand to make some very good money on their crops here in this section. Looks as tho they will get as much money as they did last year, as they will have nearly as much of a crop here. Other sections of Montana are not quite so fortunate, but the average is going to be pretty good.—Glasgow Flour Mill Co.

NORTH DAKOTA.

Bucyrus, N. D., Sept. 5.—Crops are not as good as last year. I would judge the yield about 25% less per acre on an average of wheat, 30% on flax and 40% less on rye.—P. H. Gallagher, mgr., Bucyrus Farmers Equity Exchange.

Armourdale (Rock Lake, R. R. No. 3), N. D., Aug. 24.—All wheat is 25% better than last year. Flax is not as good. Oats are better. Harvesting is coming to a close and threshing will be on full blast by the middle of this week.—Armourdale Equity Elvtr. Co.

Antler, N. D., Aug. 24.—Marquis wheat will average about 8 bus. and durum 12 to 14 bus. per acre. Oats very light, making 20 bus.; barley is making 25 bus., and flax about 8 bus. to the acre. Test weight on wheat is from 50 to 60 lbs., most Marquis about 55.—M. D. Dyar.

Brisbane, N. D., Sept. 5.—Wheat will yield about same as last year or about 15 bus. per acre; rye about half of last year's yield or 7 bus.; oats about the same as last year; barley about half, flax about the same as last year. The wheat is better quality this year.—Columbia Elvtr. Co.

Bottineau, N. D., Sept. 4.—Wheat is better weight than last year—58 to 62 lbs., and there is 15% more durum this year—testing 60 to 64 lbs. There is considerable smut. The grain is coming in in fine condition, the weather is warm and dry.—W. J. Dorgan, agt., St. Anthony & Dakota Elvtr. Co.

Brumbaugh, N. D., Sept. 5.—Durum is yielding from 6 to 22 bus. to the acre, average about 15. The insufficiently worked land is very poor on account of the wild oats. Marquis averaging about 12 bus., oats 22, barley 23, flax 8, with real good quality for all kinds of grain. Durum is very heavy, from 63 to 65 lbs.—Ed. Klebaum, agt., Northland Elvtr. Co.

Brocket, N. D., Sept. 3.—The yield of spring wheat and durum in this vicinity will be one-third more than it was last year. Wheat will average about 13 bus. and durum about 16 bus. per acre. Barley and oats will also yield a good deal better than a year ago. There was 5,846 bus. of 43 lbs. oats threshed off of 65 acres here yesterday, which is, of course, better than the average yield will be. Flax on new breaking is very good while the flax sown on old land is very weedy.—Equity Elvtr. Trading Co.

Boynnton (Monango, p. o.), N. D., Sept. 4.—Threshing about 40% finished and grain generally yielding a little better than expected. Northern Spring is running from 10 to 15 bus., durum from 14 to 20 with one field as high as 23, while red durum is a little smutty, but making from 16 to 18. Northern Spring was hurt a little by rust and extreme dry weather while filling. Barley is the best we have had for years, general average around 26, but several pieces as high as 44 and 48. Oats are running from 35 to 55, with one field as high as 70. Very little flax threshed so far, yielding about 8 bus. It is very dry here now, which is splendid for threshing—but too dry for the corn, which still gives promise of a fair yield.—Caldwell Elvtr. Co.

SOUTH DAKOTA.

Bovee, S. D., Sept. 5.—Wheat about 30% of last year's crop and of low yield grade. Corn and oats about 50% of last year's crop.—L. C. Button Elvtr. Co.

Brentford, S. D., Sept. 3.—The wheat yield will be about 70% of last year; barley, 125%; oats, 125%; rye, 40%, and corn about 35%.—C. W. Strauch, agt., Farmers Union Grain Co.

Milbank, S. D., Aug. 7.—Wheat about 50% of last year's yield; averaging No. 3. Oats 85%, barley about 25% better than last year; flax about the same. Corn will be a failure unless we have rain very soon.—Farmers Elvtr. Co.

Argonne, S. D., Aug. 24.—Marquis wheat is making 8 to 10 bus. per acre, tho quality is poor. Darwin is very good and is going 20 bus. Barley making 30 and oats about 35, both very good crops. Have about 60 per cent of a corn crop.—Max Wentz.

Brandon, S. D., Sept. 3.—We have no wheat in this section. The crop consists of corn, oats and barley, very little barley however. Corn will be half a crop; oats are good, ranging from 30 to 50 bus. per acre; barley is of good quality.—E. W. Schilling Elvtr. Co.

Astoria, S. D., Aug. 28.—Our wheat crops are as poor this year as they were last. Other crops, oats, barley and flax, are averaging fair this year. Corn must have moisture very soon if we are going to have a crop.—C. A. Chester, agt., Geo. P. Sexauer & Son.

Broadland, S. D., Sept. 3.—The average yield of our wheat is about 6 bus. per acre and is testing about 47 lbs. Oats making 28 bus., barley 26 bus., and rye 6 bus. per acre. Our corn will not make over 30% of a crop as the weather is far too dry.—H. E. Kreitman, agt., Atlas Elvtr. Co.

Badger, S. D., Aug. 22.—Wheat yield about one-half of last year or from 5 to 12 bus., average around 8. Oats 20 to 70, average 35 to 40. Barley 15 to 40, average 25. Too dry for corn so the kernels will not develop even with a late frost. Crops not near as good as last year.—E. I. Oustad.

Blaha, S. D., Sept. 2.—Not much wheat raised in this part of the country tho what winter wheat was sown is making from 12 to 15 bus. per acre and spring wheat is going from 15 to 18 bus. per acre (tho there is very little). Our oats quality is very good but only run from 12 to 30 bus. per acre when an ordinary crop should make 40 bus. to the acre. Our corn is very poor and most of it is being cut for fodder and feed,—the weather being too dry; our best fields will make about 20 bus. per acre; some fields of rich soil have no ears at all.—A. B. Roskom, mgr., Farmers Co-op. Elvtr. Co.

TEXAS.

Muleshoe, Tex., Sept. 4.—Sudan cutting has started and threshing will start about the 15th.—Ray Griffith, Bailey County Elevator Co.

Nat C. Murray on the Crops.

Chicago, Ill., Sept. 2.—Spring wheat prospects improved in August, the present condition being 72.9% of normal or 104.3% of the 10-year average, compared with 101.4% on Aug. 1.

It will be observed that the shortage is greatest in the main surplus wheat belt. It means that statistics this year of primary marketings and of visible will run relatively small.

The condition of corn, 77.3% of normal, is practically the 10-year average and forecasts a yield per acre of 27.7 bus. and a total crop of, on the basis of government acreage, of 2,954,775,000 bus. The government Aug. 1 forecast was 2,950,000,000 and last year's crop was 2,437,000,000.

The oats crop has made remarkable improvement since the middle of June. Present estimates of condition at time of harvest 80% of normal or 98.6% of the 10-year average as compared with 96.8% on Aug. 1. The yield per acre indicated is 32 bushels, and on the government estimate of acreage a total of 1,422,864,000 bushels. The Aug. 1 government forecast was 1,387,000,000 and our end-of-July-forecast 1,326,000,000. Last year's crop was 1,542,000,000 and the average of the preceding 5 years 1,256,068,000 bushels. The large production this year is due to the large acreage.—Nat C. Murray, Clement, Curtis & Co.

Cromwell's September Crop Report.

Corn condition is 78.3. The condition is held higher than reports indicate to adjust acreage. We believe official acreage is too low. Indicated production is 2,985,000 bus.

Spring wheat condition is 72%, indicating a crop of 258,000,000 bus., compared with 254,000,000 last month. The official estimate Aug. 1 was 262,749,000, and 1924 final was 282,636,000 bus.

Oats condition is 78.5%, which gives a crop of 1,396,000,000 bus., compared with 1,329,000,000 last month. The last official estimate was 1,387,000,000 and 1924 final was 1,541,900,000.

Barley condition is 79.6% and production 220,000,000 bus., compared with 215,000,000 last month. The last official figures were 213,596,000 and 1924 final 187,875,000 bus.—R. O. Cromwell, Statist, Lamson Bros. & Co.

Ontario Crop Report.

Ottawa, Ont., Sept. 10.—Fall wheat: 747,101 acres will produce 22,693,913 bus., or 30.4 per acre; against 722,366 acres, 21,396,621 bus., or 29.6 in 1924 and 16,599,067 bus. in 1923. The annual average for the 43 years, 1882-1924, was 21.7.

Spring wheat: 113,338 acres, 2,437,067 bus., or 21.5 per acre, as against 101,401 acres, 1,948,853 bus., or 19.2 per acre in 1924 and 1,937,937 bus. in 1923. The annual average 16.3.

Barley: 436,383 acres, 14,803,210 bus., or 33.9 per acre, as against 439,177 acres, 14,570,403 bus., or 33.2 per acre in 1924 and 13,523,349 bus. in 1923. The annual average 28.4.

Oats: 2,837,390 acres, 116,664,197 bus., or 41.1 per acre, as against 2,891,990 acres, 114,249,129 bus., or 39.5 per acre in 1924 and 103,485,442 bus. in 1923. The annual average 35.9.

Rye: 98,652 acres, 1,790,849 bus., or 18.2 per acre, as against 126,641 acres, 2,299,545 bus., or 18.2 per acre in 1924 and 2,011,325 bus. in 1923. The annual average 16.5.

Peas: 133,434 acres, 2,731,400 bus., or 20.5 per acre, as against 130,989 acres, 2,456,164 bus., or 18.8 per acre in 1924 and 2,030,850 bus. in 1923. The annual average 19.1.

Beans: 61,080 acres, 1,121,572 bus., or 18.4 per acre, as against 52,047 acres, 856,860 bus., or 16.5 per acre in 1924 and 663,713 bus. in 1923. The annual average 16.1.

The acreages in other crops for which no estimates as to yield have been made at this date are: Buckwheat 257,932, against 240,552 in 1924; flax 9,789, against 6,619; mixed grains 681,624, against 645,622; corn for husking 207,767, against 263,615; fodder corn 273,133, against 403,060; alfalfa 550,645, against 381,258.

In 1925 there were 177,382 acres in alsike and 344,114 in sweet clover.—Ontario Department of Agriculture.

Santa Fe Supplement 15 to Tariff 5702-H.

A. T. & S. F. supplement 15 to 5702-H, to I. C. C. 9566 and to P. S. C.-Mo. 386, effective Sept. 15, cancels supplements Nos. 14; notes reduction in the local, joint and proportional commodity freight tariff applying on broom corn, castor beans, corn husks, pop corn, seeds, hay, straw, etc., on the St. Louis, Troy & Eastern; notes eight absorptions which automatically cancels tariffs of roads absorbed, notes the change in the R. R. name as follows: Ely, Kan. (a post office), now Ash Valley; Charlet and Hawes, Kan. (Belpre, p. o.), now Williams and Mathews, respectively; further notes the reduction in the east-bound rate (thru the application of the Peoria rate) on hay and straw to La Salle, Ill. via Henrietta, Mo., on St. L., T. & E. (includes delivery at Oglesby, Ill., also); reduces the rate on the Mo. Pac. by applying the St. Louis rate on broom corn shipped to Lamar and Springfield, Mo., via Kansas City, Mo.; reduces the rate on the St. Louis-San Francisco by applying the St. Louis rate on broom corn to Lamar, Mo., shipped via Cherryvale, Kan.; reduces rates between Kansas City, Mo.-Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Neb., and Sioux City, Ia., on the one hand and points east thereof on the other, on ground or unground (flax, broom corn seed, hemp seed, Hungarian seed, or millet) screenings (where screenings contain more than 5% of the indicated seed) to the rate applying on the named seed.

Pop corn rates between Leavenworth and Weaver, Eudora, Noria, Lawrence, Kan., are reduced herein to 11c cwt.; and the reduced rates on flax seed, sacked millet seed, hemp seed, broom corn, hay and straw between Chicago, Ill. (eastbound only) and Kansas City, Mo.-Kan., Argentine, Turner, Morris, Holliday, Choteau, Wilder, Weaver, Eudora, Noria, Lawrence, Snow, and Olathe, Kan., now apply on pop corn.

Further, flaxseed rates applying on Kansas intrastate traffic per K.P.U.C. order in Docket No. 7059 are reduced as follows:

Minimum weight will be 10% less than marked capacity of car, except where cars are loaded to full visible capacity, in which event actual weight will govern.

Cars, furnishing of, at variance with shippers' orders.—When a carrier receives an order for a car or cars of specified size or carrying capacity, such as are commonly in use on its line, not specifically devoted to some other service, and the carrier, for its own convenience, furnishes a car or cars of greater length or greater carrying capacity than ordered, the shipment must be accepted and billed by the carrier, subject to the minimum weight applicable to the car ordered, and the forwarding agent shall make the following notation upon bill of lading and way-bill: "Car subject to minimum weight of.....pounds ordered." Provided that if the shipper takes advantage of the larger car and loads same in excess of carrying capacity of the equipment ordered, the shipment shall be delivered subject to the minimum weight applicable upon the size of the car necessary to carry the load.

Clean-out Rule.—For the purpose of cleaning out elevators and grain houses at the close of

the shipping season, one carload each year may be shipped subject to a minimum weight of 30,000 pounds [in lieu of the minimum weights provided for in this item], such carloads to be from one consignor and from one shipping point to one consignee at one destination. In addition, where any shippers' organization handles flax seed through an elevator or grain house, such organization may ship one carload each year subject to the clean-out rule as provided in this item.

Government Crop Report.

Washington, Sept. 10.—The Crop Reporting Board of the U. S. Dept. of Agriculture makes the following forecasts and estimates:

	Total production in millions.		Condition (per cent.)—		
	Sept. 1, 1925.	Final, 1924.	*Sep. 1, 1925.	*Sep. 1, 1924.	*Sep. 1, 1925.
Corn, bu.....	2,885	2,437	75.5	66.4	77.4
Winter wheat, bu.....	590	590	...	...	...
Spring wheat, bu.....	284	283	75.0	82.3	69.9
All wheat, bu.....	700	873	...	...	...
Oats, bu.....	1,462	1,542	82.1	89.3	81.1
Barley, bu.....	222	188	80.3	82.5	79.0
Rye, bu.....	...	63.4	86.0	...	...
Buckwheat, bu.....	16.0	16.0	69.7	86.0	86.0
Flaxseed, bu.....	23.0	30.2	78.2	82.4	71.6
Rice, bu.....	35.3	34.0	76.1	80.3	84.8
Hay, tons.....	93.6	112	...	...	...
*Beans, dry edible, bu.....	17.6	13.6	77.6	65.4	73.6

*Principal producing states.

CORN.

	Production in thousands of bus.		Harvested.—	
	Cond. Sept. 1, 1925.	Indicated Sept. 1, 1925.	1924.	5-yr. av. 1920-24.
Penn.....	95	77,900	55,692	66,567
N. C.....	69	41,814	44,514	51,701
Georgia.....	58	40,467	50,203	57,582
Ohio.....	101	186,397	94,900	146,224
Indiana.....	93	205,548	116,916	170,292
Illinois.....	89	378,982	293,600	312,817
Michigan.....	91	65,667	43,836	59,134
Wisconsin.....	92	95,082	57,980	85,279
Minnesota.....	73	136,102	126,336	138,451
Iowa.....	88	449,409	304,752	422,372
Missouri.....	80	202,290	170,612	188,230
South Dakota.....	49	80,643	99,990	118,067
Nebraska.....	68	209,105	203,280	224,198
Kansas.....	51	111,927	130,905	116,176
Kentucky.....	73	81,015	80,850	89,359
Tennessee.....	59	58,732	69,718	81,624
Alabama.....	68	41,300	42,185	50,442
Texas.....	31	35,319	78,200	116,972
Oklahoma.....	30	24,833	65,600	63,324
U. S. total.....	75.5	2,885,108	2,436,513	2,934,649

SPRING WHEAT.

Minnesota.....	72	24,209	34,313
N. Dakota.....	76	114,584	134,618
S. Dakota.....	73	29,352	33,018
Montana.....	60	35,940	40,775
Idaho.....	94	18,809	12,180
Washington.....	76	27,688	7,946
U. S. total.....	75.0	283,872	282,636

OATS.

New York.....	93	38,162	34,056
Penn.....	88	40,621	37,080
Ohio.....	95	81,451	64,657
Indiana.....	69	61,664	70,034
Illinois.....	74	142,850	163,680
Michigan.....	75	50,796	67,200
Wisconsin.....	105	123,303	103,600
Minnesota.....	98	181,516	193,500
Iowa.....	93	231,052	248,282
Missouri.....	77	45,160	41,745
N. Dakota.....	80	76,132	93,364
S. Dakota.....	88	89,316	98,050
Nebraska.....	74	73,593	76,136
Kansas.....	62	43,199	39,806
Texas.....	12.3	13,259	48,892
Oklahoma.....	22.0	31,042	38,880
Montana.....	60	19,001	19,854
U. S. total.....	82.1	1,461,945	1,541,900

BARLEY.

New York.....	90	7,674	6,900
Illinois.....	92	7,921	7,781
Michigan.....	72	3,756	4,743
Wisconsin.....	98	17,360	13,536
Minnesota.....	90	29,134	29,248
Iowa.....	90	5,963	4,710
N. Dakota.....	83	36,976	35,100
S. Dakota.....	88	24,948	22,428
Nebraska.....	71	5,977	6,275
Kansas.....	41	10,583	11,550
Texas.....	7.2	245	3,220
Oklahoma.....	14.0	1,834	4,675
Colorado.....	67	8,827	8,160
California.....	27.5	31,872	10,080
U. S. total.....	80.3	221,713	187,875

FLAXSEED.

Minnesota.....	79	6,723	8,117
N. Dakota.....	69	10,042	14,722
S. Dakota.....	65	3,996	4,299
Kansas.....	81	404	378
Montana.....	52	1,483	2,349
U. S. total.....	69.7	22,953	30,173

From Abroad.

Yugoslavia export duties on cereals were reduced about 50% by a decree of the Ministry of Finance.

Norway Director of Foodstuffs reports the purchase from Soviet Russia of 412,000 bus. of rye and wheat at a price said to be about \$719,000.

Mexico—Exportation of beans from Mexico was prohibited by official decree of Aug. 14. Also Mexican export duty on black-eyed peas has been raised from 1 centavo to 2 centavos per gross kilo.

Yugoslavia wheat business has not yet become brisk and has been hampered by the increase in the value of the dinar. Corn is growing well and promises a very large crop; oats are satisfactory.

Turkish agricultural experts are expected in Hungary for the purpose of studying the high degree of cultivation of the country, showing the interest that the Balkan States are now taking on conditions there.

Austria—Approximately 40% of the rye and wheat crops are gathered. Because of the good crops, the Vienna market is largely independent of foreign market quotations. Reports on the development of oats and corn are satisfactory.

Bulgaria will have an exportable surplus of about 18,000,000 bus. of wheat this year, it is officially estimated. In view of this fact, the government has revoked its order forbidding exportation, which was placed in effect last year on account of poor crops.

Swedish grain crops will be considerably above those of last year, it appears at present. It is stated that the good crops should improve the buying ability of the farmers to some extent which should have a wholesome effect on the business life of the country.

German free entry of wheat and flour was suspended on Sept. 1 at which time the duty of 22.7c per bu. on wheat and \$1.80 per bbl. on flour became effective. These duties will be in force for 11 months, after which date (Aug. 1, 1926), the pre-war general rates of 48.6c per bu. on wheat and \$3.97 per bbl. on flour will be enforced.—Millers Nat'l Federation.

Mexican trade estimates that this year's wheat crop will run 30 to 35% lower than last year's crop. The present crop, now beginning to move on the market, will in all probability only last local millers to the end of November or December at the latest. This will probably necessitate the importation of between 2,000,000 and 3,000,000 bus. of American wheat during the months of January, February, March and April, 1926, in order to keep the mills operating and to supply local needs for flour during the spring months of the year.

Rumanian government estimates at least as substantial a surplus as 22,000,000 bus. of wheat available for export this year with a possible maximum of 25,750,000 bus. The Council of Ministers therefore decided to reduce the export tax on wheat from \$225 to \$150 per carload of 10 tons, the export tax on other cereals will be continued at \$100 per carload, for the present at least. It is further announced, however, that the export tax on oats will shortly be raised, since this season's crop is proving unsatisfactory. Flour from this season's crop is to be permitted export upon payment of a tax of \$125 per carload.

Barley Movement in August.

Receipts and shipments of barley at the various markets during August, as compared with August, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Baltimore, bus.	349,600	1,300	325,455	.....
Chicago, bus.	1,860,000	775,000	617,000	173,000
Cincinnati, bus.	4,200	2,800	.....	.....
Duluth, bus.	3,200,260	602,353	2,261,971	296,780
*Ft. Wm., bus.	328,998	.....	845,371	.....
Kans. City, bus.	96,000	40,500	39,000	13,000
Milwaukee, bus.	2,443,535	616,000	551,345	93,500
Minneapolis, bus.	3,783,890	1,483,890	2,804,630	1,179,720
Montreal, bus.	1,197,883	520,655	1,251,960	229,191
New York, bus.	1,049,080	854,900	1,483,000	704,000
Peoria, bus.	79,800	36,400	33,600	26,600
Phil., bus.	54,440	.....	73,379	.....
St. Joseph, bus.	7,000	17,750	.....	.....
St. Louis, bus.	208,000	116,800	59,200	43,120
Superior, bus.	3,406,234	829,831	2,483,285	599,574
Toledo, bus.	12,000	2,400	2,863	.....
Wichita, bus.	16,800	3,600	2,400	2,400
Ft. Worth, cars	40	162	5	43
San Francisco, tons	103,661	44,371	.....	.....

*For 4 weeks ending Aug. 28.

Hungarian corn production for this year is forecast at 94,916,000 bus. against 80,088,000 bus. produced in 1924, and 49,247,000 bus. from the 1923 harvest, according to the International Institute of Agriculture on Aug. 29. Hungary is one of the largest surplus corn producers of Europe, tho the exportation of grain and flour in particular has been hampered because of the high duties assessed by the neighboring states. Hungary, however, will have a surplus yield of 25,718,000 bushels of wheat and rye, as compared with last year, so that she will be able to considerably cover the needs of neighboring consuming countries.

Spanish wheat crop of 1924 was insufficient for national consumption and in spite of a carryover from the previous year and the importation of 22,000,000 bus., permitted by Royal Order, stocks were very low for the past month. Altho the price of Spanish grown wheat was not fixed by the government during the past year, the prices of flour and bread was fixed, and this together with the importation of foreign wheat at fixed prices has served to prevent the price of the local product from rising to a level commensurate with the shortage of the 1924 crop, the government having refused to permit an increase in the price of bread. The present outlook is for a very large crop, the 1925 crop being estimated at 150,634,000 bus. This estimate if accurate indicates the largest yield since 1915 and the highest average per acre. The government has just fixed a minimum price, effective until Aug. 1, 1926, of \$1.84 per bu. on all Spanish grown wheat.

Kansas City as a Sorghum Market.

[Continued from page 314.]

Prior to 1910 the sorghum market was considered so unimportant that the Kansas City Board of Trade made no record of the receipts. In 1911 the record was started and during that year 1,346,428 bus. were received. The highest annual amount on record is 6,066,500 bus., received in 1920.

Among the companies represented on the Kansas City Board of Trade, which deal heavily in sorghum grains, these names will be found prominent: Goffe & Carkener, Inc.; B. C. Christopher & Co.; Mid-Continent Grain Co.; Simonds, Shields, Lonsdale Grain Co.; Benton Grain Co.; S. H. Miller Grain Co.; Davidson Mill & Elevator Co., and General Commission Co.

No Kansas City sorghum trade article can be complete without mention of F. M. Corbin, with B. C. Christopher & Co., one of the pioneers in the field who advertises kafir strongly by wearing a head of it in his coat lapel. He early acquired the name, "Kafir Corn King," because of his large dealings in this crop.

President Carey of the Chicago Board of Trade has just appointed the following committee to represent the members of the Chicago Board at the Grain Dealers National Convention meeting at Kansas City Oct. 12-14: F. W. Hotchkiss, E. M. Combs, Edw. Hymers, Geo. E. Booth, and John E. Brennan.

Corn Movement in August.

Receipts and shipments of corn at the various markets during August, as compared with August, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Baltimore, bus.	80,503	65,110	.....	18
Chicago, bus.	7,784,000	7,730,000	3,872,000	3,376,000
Cincinnati, bus.	431,600	313,600	343,000	198,600
Duluth, bus.	13,440	600,325	.....	324,320
Indianapolis, bus.	1,497,000	923,000	1,208,000	846,000
Kans. City, bus.	1,403,750	1,033,750	846,750	770,000
Milwaukee, bus.	3,309,680	1,163,000	1,779,893	689,022
Minneapolis, bus.	453,000	689,540	283,830	289,330
Montreal, bus.	19,050	10,088	.....	1,086
New Orleans, bus.	.....	440,340	249,580	.....
New York, bus.	61,600	214,501	2,000	44,000
Peoria, bus.	2,004,450	1,171,850	1,116,100	604,150
Phil., bus.	43,121	25,197	.....	.....
St. Joseph, bus.	885,000	1,338,000	539,500	933,000
St. Louis, bus.	1,805,400	2,149,000	882,500	1,235,510
Superior, bus.	14,000	497,466	.....	415,000
Toledo, bus.	197,500	143,750	75,690	44,930
Wichita, bus.	109,300	100,800	36,000	70,800
Ft. Worth, cars	172	97	36	37
San Francisco, tons	7,300	801	.....	.....

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Oxford, Ind., Aug. 25.—As we are nearing the new corn crop the farmers are beginning to sell for December delivery.—Ray Roberts, mgr., Oxford Grain Co.

Locust Point, Baltimore, Md., Aug. 26.—An embargo was today placed by the B. & O. on all grain consigned here with the object of preventing unnecessarily large quantities of storage grain.

Oats Movement in August.

Receipts and shipments of oats at the various markets during August, as compared with August, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Baltimore, bus.	390,131	135,052	120,000	.....
Chicago, bus.	14,251,000	9,981,000	5,085,000	2,967,000
Cincinnati, bus.	526,000	658,000	220,000	332,000
Duluth, bus.	3,705,949	1,646,226	2,535,368	346,242
*Ft. Wm., bus.	1,191,312	.....	3,561,213	.....
Indianapolis, bus.	2,036,000	2,550,000	1,414,000	1,780,000
Kans. City, bus.	4,632,500	829,600	553,500	111,000
Milwaukee, bus.	3,152,250	2,169,000	1,532,014	527,684
Minneapolis, bus.	10,700,770	5,350,170	1,983,630	1,225,020
Montreal, bus.	7,102,742	1,394,843	7,095,346	657,055
New Orleans, bus.	.....	.....	76,378	20,025
New York, bus.	4,156,000	1,370,300	1,597,000	929,000
Peoria, bus.	1,685,800	951,200	956,900	459,000
Phil., bus.	1,158,330	187,734	700,080	2,398,760
St. Joseph, bus.	226,000	230,000	88,000	50,000
St. Louis, bus.	2,602,000	3,012,000	2,147,000	2,398,760
Superior, bus.	1,467,670	2,015,193	1,361,762	506,958
Toledo, bus.	2,222,200	1,198,250	1,697,030	290,450
Wichita, bus.	90,000	18,000	6,000	7,500
Ft. Worth, cars	405	334	112	63
San Francisco, tons	2,554	479	.....	.....

*For 4 weeks ending Aug. 28.

Rye Movement in August.

Receipts and shipments of rye at the various markets during August, as compared with August, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Baltimore, bus.	8,520	18,045	.....	17,143
Chicago, bus.	98,000	1,304,000	111,000	313,000
Cincinnati, bus.	44,800	61,600	8,400	9,800
Duluth, bus.	420,335	1,526,542	53,760	1,188,282
*Ft. Wm., bus.	138,780	.....	604,933	.....
Indianapolis, bus.	24,000	31,000	21,000	22,000
Kans. City, bus.	37,400	51,700	18,700	24,200
Milwaukee, bus.	73,105	168,385	33,800	93,390
Minneapolis, bus.	979,340	1,256,700	243,450	410,690
Montreal, bus.	871,571	461,189	2,600,224	449,997
New York, bus.	399,000	1,044,000	182,000	416,000
Peoria, bus.	1,200	30,000	2,400	25,200
Phil., bus.	4,824	7,505	.....	.....
St. Joseph, bus.	4,500	9,000	.....	7,500
St. Louis, bus.	76,700	126,100	42,900	91,970
Superior, bus.	71,489	836,685	26,489	806,262
Toledo, bus.	12,000	21,600	3,390	19,515

*For 4 weeks ending Aug. 28.

Wheat Movement in August.

Receipts and shipments of wheat at the various markets during August, as compared with August, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Baltimore, bus.	1,688,509	1,424,438	2,073,438	1,063,456
Chicago, bus.	15,337,600	28,237,000	4,956,000	17,800,000
Cincinnati, bus.	1,154,000	2,209,200	383,600	625,800
Duluth, bus.	3,795,829	2,916,773	3,629,851	2,223,224
*Ft. Wm., bus.	1,974,128	.....	8,892,351	.....
Indianapolis, bus.	861,000	1,352,000	312,000	489,000
Kans. City, bus.	8,567,100	23,696,550	3,624,750	12,991,050
Milwaukee, bus.	1,089,200	2,551,000	1,201,933	1,735,684
Minneapolis, bus.	13,309,300	8,470,430	5,634,230	4,504,800
Montreal, bus.	10,970,330	11,956,041	11,490,398	7,258,470
New Orleans, bus.	.....	.....	1,112,791	2,082,649
New York, bus.	5,296,800	2,163,000	3,714,000	2,611,000
Peoria, bus.	248,550	672,850	220,800	560,200
Phil., bus.	1,281,852	1,694,050	1,148,185	1,106,375
St. Joseph, bus.	1,475,600	2,634,800	638,400	1,442,000
St. Louis, bus.	4,240,400	5,567,205	3,643,452	3,690,030
Superior, bus.	3,167,318	1,644,992	1,909,916	846,000
Toledo, bus.	817,535	2,801,750	61,465	92,130
Wichita, bus.	2,131,650	4,729,200	1,007,100	2,336,400
Ft. Worth, cars	1,131	3,889	104	945
San Francisco, tons	3,429	10,443	.....	.....

*For 4 weeks ending Aug. 28.

Moving Crop Off the World's Largest Wheat Farm.

At Hardin, Mont., the Campbell Farming Corp. operates the world's largest wheat farm. The general offices and shops for repairing field tools occupy several acres in the center of the 95,000 acres that constitute the farm. This year 33,000 acres are under cultivation; next year 50,000 acres will be producing. Over 14,000 acres of new ground was broken this spring.

The immense acreage is divided into 4 sections, each having its own living quarters and at each camp field supplies and grain storage facilities are maintained. Thos. D. Campbell and his general foreman supervise all operations.

Wheat is harvested with self-propelled com-

bines, cutting and threshing a swath 24 feet wide and covering 20 miles per day. Each such machine, operated by 3 men, does the work of 30 men and 40 horses.

The threshed wheat goes directly from the combine into an attached wagon which holds approximately 135 bus. and is filled in about an hour. Wagons are changed by switchmen to avoid any delay.

In the grain season this farm threshed approximately 15,000 bus. of grain daily. Most of this is immediately shipped, but when shortage of cars makes this impossible the surplus is stored in collapsible steel storage bins. In moving the grain huge trucks taking 400 bus. at a time are used. "Cat trains" are also made up with a caterpillar tractor and ten trucks, each loaded with 200 bus., making the total load over 60 tons and having a monetary value

of 4 figures. The 1925 crop will be over 500,000 bus., practically all of which will be moved to railroads or stored.

A large acreage of wheat in No. 4 subdivision last fall was apparently killed by frost and this was resown to flax last spring. Heavy moisture, however, revived the wheat and the fields yielded 25 bus. of mixed grain to the acre. The flax was readily separated from the wheat at terminal screens.

Kansas City's Line Elevators.

[Continued from page 305.]

The Larabee Flour Mills Corp. has its headquarters at Kansas City, where much of its wheat is bought and from which its mills are superintended. It has 6 mills with a total daily capacity of 13,500 bbls. and with a total grain storage capacity of 3,600,000 bus., most of them in the Southwest. They are located at Hutchinson, Wellington, Marysville, and Topeka, Kan., and St. Joseph and Clinton, Mo. In connection with them it operates a line of 36 country elevators in Kansas and Oklahoma with a total capacity of 421,000 bus. Officers of the company are F. C. Kath, pres.; L. A. Arneson, vice-pres.-treas.; J. W. Craig, 2nd vice-pres.; D. P. Callahan, 3rd vice-pres.; T. C. McGrath, sec'y; G. F. Hilt, ass't. treas.

Volume and Open Trades on Chicago Board.

Revised figures showing the daily volume of trading in grain futures, on the Board of Trade of Chicago during the month of August, 1925, together with monthly totals for all "Contract Markets" as reported by the grain futures administration of the U. S. Department of Agriculture. The figures listed represent sales only, there being an equal volume of purchases. (Expressed in thousand bushels, i. e. 000 omitted.)

Date	Wheat	Corn	Oats	Rye	Total
August					
1	37,071	13,262	4,754	573	55,660
2	69,726	17,466	5,297	1,255	93,744
3	61,640	9,846	4,445	1,741	77,672
4	74,586	12,136	3,236	1,726	91,684
5	51,302	13,612	3,871	1,058	69,843
6	80,685	12,520	4,508	2,127	99,840
7	46,230	6,898	2,494	1,966	57,588
8	40,034	13,432	4,780	2,201	60,447
9	76,997	23,023	6,188	3,302	109,510
10	63,973	18,861	4,835	1,989	89,658
11	55,916	14,545	4,843	1,862	77,166
12	62,492	13,451	4,119	1,753	81,815
13	46,264	4,703	3,231	1,155	55,353
14	66,867	6,371	7,842	1,530	82,610
15	50,060	6,336	4,459	982	62,337
16	46,824	13,767	5,945	958	67,494
17	44,389	11,788	5,407	1,041	62,625
18	31,207	6,011	3,344	561	41,123
19	29,225	5,956	2,757	537	38,475
20	41,692	17,405	5,809	865	65,771
21	45,231	27,303	7,276	1,651	81,461
22	45,306	33,793	6,626	2,339	88,064
23	45,809	21,136	5,560	2,985	75,490
24	34,647	14,753	7,088	2,253	58,741
25	45,768	12,518	4,228	2,027	64,541
26	51,043	17,762	12,216	3,589	84,610

Total Board of Trade 1,344,984 369,154 135,158 44,026 1,893,322
Chicago Board of Trade

Year Ago 891,432 650,829 171,897 111,420 1,825,578

"Open Contracts" in futures on the Chicago Board of trade for August. ("Short" side of contracts only, there being an equal volume open on the "long" side in bus. "000" omitted.)

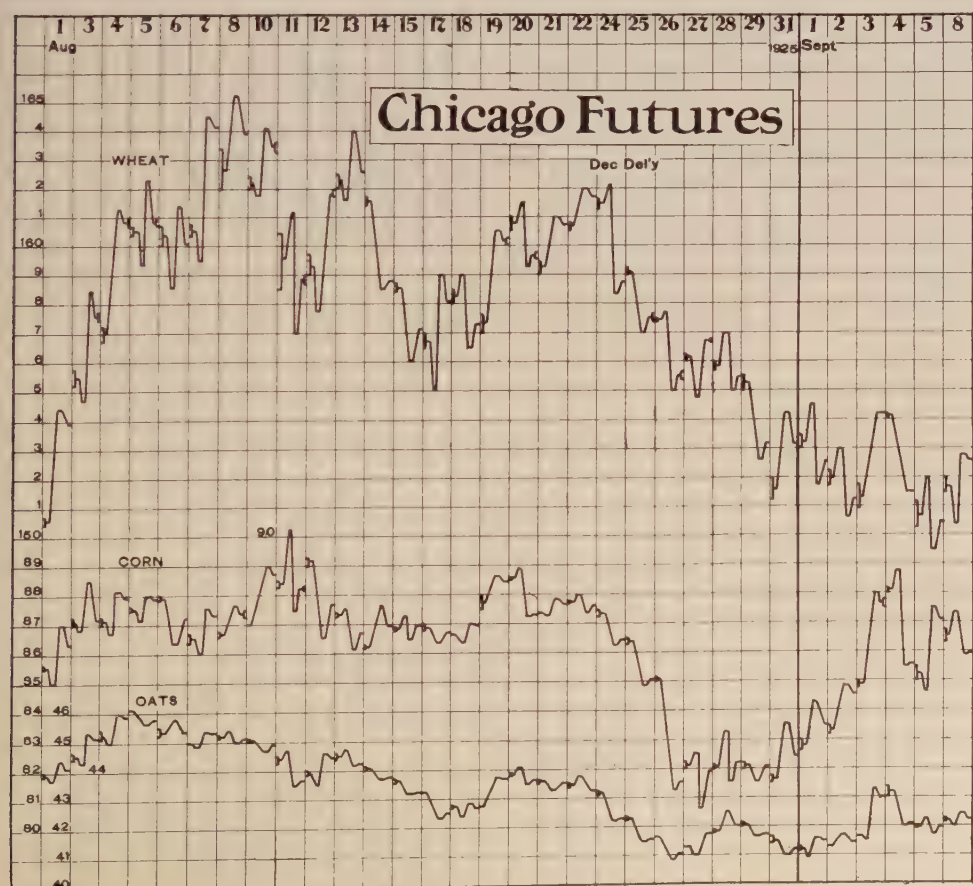
Date	Wheat	Corn	Oats	Rye	Total
August					
1	90,599	49,709	35,305	9,355	184,908
2	86,990	49,872	36,386	9,178	182,426
3	88,868	49,742	36,781	9,537	184,928
4	90,467	49,984	37,414	9,719	187,584
5	91,159	50,038	38,014	9,706	188,917
6	89,867	50,271	38,616	9,724	188,478
7	98,126	49,794	38,781	9,713	196,414
8	91,351	48,827	39,961	10,004	190,143
9	90,705	52,887	40,798	10,110	194,500
10	94,802	52,137	41,419	10,791	199,149
11	95,042	53,406	41,666	10,917	201,031
12	95,089	54,207	42,275	10,987	202,558
13	94,155	53,756	43,144	11,187	202,242
14	97,726	53,442	44,408	11,322	206,898
15	97,592	52,534	44,859	11,446	206,431
16	98,679	53,068	46,041	11,590	209,378
17	98,283	53,824	46,508	11,689	210,304
18	100,054	54,661	47,490	11,646	213,851
19	100,254	54,645	47,817	11,770	214,486
20	100,250	55,627	48,192	11,806	215,875
21	101,446	53,993	49,388	11,931	216,758
22	102,925	48,367	49,816	11,935	213,043
23	101,562	47,340	49,848	11,697	210,447
24	101,936	48,164	49,924	12,036	212,060
25	100,424	64,631	49,777	12,024	226,856
26	98,076	46,629	50,315	12,213	207,233

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

	Aug. 25.	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Sept. 1.	Sept. 2.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 8.	Sept. 9.
Chicago	158 3/4	156 1/4	156 7/8	155 1/2	153 1/2	153 3/4	153 3/4	151 1/2	154 3/4	151 1/2	151	153 1/2	154 1/2	153 1/2	153 1/2
Kansas City	157 3/4	155 3/4	156 1/2	155 3/4	154 1/4	153 3/4	153 3/4	152 1/4	154 3/4	152	150 3/4	152 1/2	153 1/2	153 1/2	153 1/2
St. Louis	162 3/4	159 3/4	160 1/2	160	156 3/4	158	159	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	158 1/2	158 1/2	158 1/2
**Minneapolis	155 3/4	154 3/4	155 3/4	154 3/4	152 3/4	151 1/4	151 1/4	151	153 3/4	151 1/2	150 3/4	151 1/2	151 1/2	151 1/2	151 1/2
Duluth (durum)	138	136 1/4	137 1/4	136 1/4	134 1/4	133 1/4	132 1/4	130 1/4	132 3/4	130	129	129 5/8	130 1/4	130 1/4	130 1/4
*Winnipeg	142 3/4	140 3/4	142 3/4	140 3/4	138 3/4	136 3/4	134 3/4	133 3/4	135 3/4	133 3/4	132 1/2	135	136 1/4	136 1/4	136 1/4
Milwaukee	159	156 3/4	156 3/4	155 3/4	153 3/4	154	154	151 1/2	154 3/4	151 1/2	151 1/2	153 1/4	154 1/4	154 1/4	154 1/4
Chicago	98 1/4	93 3/4	94 1/4	92 3/4	92 1/2	91 1/4	92 3/4	94 3/4	99 3/4	97 3/4	97 1/4	97 1/4	97 3/4	97 3/4	97 3/4
Kansas City	91	87 1/2	87 1/2	86	85 1/4	84 3/4	85 3/4	87	91 3/4	89 3/4	89 1/2	90 1/2	91 1/2	91 1/2	91 1/2
St. Louis	97 1/4	94 1/4	92 3/4	92	91 1/2	90	91 3/4	92	95 1/4	94	94	94	95	95	95
Milwaukee	98	94 1/4	94 1/4	92 3/4	92 3/4	91 1/4	92 3/4	94 3/4	99 3/4	97 3/4	97 1/4	97 3/4	97 3/4	97 3/4	97 3/4
Chicago	38 3/4	37 3/4	38 1/4	38 1/2	38 1/4	37 3/4	38	37 3/4	39 1/4	38 3/4	38 1/2	38 1/2	39 1/2	39 1/2	39 1/2
Kansas City	40	38	38	39	39	39	39	39	39 3/4	39 3/4	39 3/4	39 3/4	40 3/4	40 3/4	40 3/4
Minneapolis	35 3/4	35 1/4	35 3/4	36 3/4	36	34 3/4	35 1/4	35 3/4	37 1/4	36 1/2	36 1/2	36 1/2	37 1/4	37 1/4	37 1/4
*Winnipeg	47 1/4	46 3/4	47	47 1/4	46 3/4	46	46	46	46 3/4	46 1/4	46 1/4	46 3/4	47 1/4	47 1/4	47 1/4
Milwaukee	38 3/4	37 3/4	38 1/4	38 1/2	38 1/4	37 3/4	38	37 3/4	39 1/4	38 1/2	38 1/2	38 1/2	39 1/2	39 1/2	39 1/2
Chicago	100 7/8	96	96 1/4	95 1/2	91 1/4	88 3/4	88 1/2	87 3/4	92	90	88 3/4	90 1/4	91	91	91
Minneapolis	97 3/4	92 1/4	92 3/4	92 1/4	89	86 1/2	85 1/2	85 3/4	87 3/4	87 3/4	86 1/4	86 1/2	88	88	88
Duluth	96	92	92 1/4	92	88 3/4	85 3/4	85 3/4	84 1/4	88 1/2	86 1/4	85 1/4	87	87 1/2	87 1/2	87 1/2
*Winnipeg	97	93 3/4	93 3/4	92	88 1/2	86 1/2	85	84 1/2	88	86	85 1/2	87	88 1/4	88 1/4	88 1/4
Chicago	67	66 3/4	66 3/4	67	66 3/4	66	66	66 1/2	66	66	66 1/2	66 1/2	68 1/2	68 1/2	68 1/2
Minneapolis	73 1/2	72 1/4	72 3/4	72 3/4	71 3/4	71	70 1/2	70 1/2	71	71	70 3/4	71 3/4	71 3/4	71 3/4	71 3/4
*Winnipeg															

*October. **New wheat.



Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Calipatria, Cal.—Wind destroyed the Globe Mlg. Co. plant recently.

Los Angeles, Cal.—J. J. Fisher has been made mgr. of the grain department of the Bal-four Guthrie Co.

San Francisco, Cal.—Geo. W. McNear, Inc., was named defendant in a suit for \$12,414.50 sales tax and \$120.72 penalty, filed in federal court by the collector of internal revenue.

Los Angeles, Cal.—Martin Muench, who was with the Denver Elvtr. of Denver, Colo., and is at present supt. of the Sunset Milling & Grain Co., recently lost his right hand in the machinery of the corn cracker.

Los Angeles, Cal.—The Los Angeles Grain Exchange held its first "Get Acquainted Dinner" on Aug. 24. About 60 members attended. J. Hartley Taylor, pres. of the Exchange, gave a descriptive narrative of his recent journey through the northwest.

CANADA

Winnipeg, Man.—Greenmand Grain Co., Ltd., incorporated, capital stock, \$250,000.

Drumheller, Alta.—J. J. McHugh contemplated the erection of a 150-bbl. flour mill.

Winnipeg, Man.—All government owned elvtrs. in Manitoba were opened for the reception of grain by Sept. 1.

Owen Sound, Ont.—The new elvtr. will be completed by Oct. 15. The harbor is being improved, making it navigable to the largest lake freighters.

Lethbridge, Alta.—The Ellison Mlg. & Elvtr. Co., Ltd., has started construction of the first unit of its 1,000,000-bu. grain elvtr., announcement of the plans for which was made a few weeks ago.

Vancouver, B. C.—The British & Oriental Grain & Elvtr. Co. has filed a claim for \$250,000 damages against the Vancouver, B. C., Harbor Commission for failure to carry out a lease of No. 3 elvtr. in the harbor.

Vancouver, B. C.—J. A. Kennedy, formerly of the United Grain Growers, Ltd., of Winnipeg, has taken charge of the Burrard Elvtr. Co., Ltd., operating the elvtr. under lease from the Vancouver Harbor Board. Offices are in the Merchants Exchange Bldg.

St. Mary's, Ont.—Mr. Wolverton, Sr., father of J. G. Wolverton, pres. of the newly formed milling firm, Wolverton Flour Mills Co., died recently. He was the founder of the Wolverton (Ont.) Mlg. Co., which his son operated in recent years until the plant was burned some time ago.

COLORADO

Greeley, Colo.—C. T. McConnell has been made manager of the grain department of the Farr Produce Co.

Boulder, Colo.—An effort is being made to open the plant here which has been closed since the failure of the Boulder Mlg. & Elvtr. Co. three years ago.

Montrose, Colo.—The Colorado Mlg. & Elvtr. Co. will double its storage capacity here and at Delta by erecting a concrete and steel elvtr. with a capacity of 30,000 bus. each.

Buckingham, Colo.—A new iron-clad, modern plant of 50,000 bus. capacity to replace the old one burned in Dec., 1924, is now being completed for the Buckingham Co-op. Elvtr. Co. by the W. H. Cramer Const. Co.

Fort Morgan, Colo.—We are putting up an elvtr. for the exclusive handling of beans. This plant will be modern in every respect and we will handle this season's crop in connection with the Donnen Bros. Grain. Co. This will give this firm twelve buying stations which will no doubt be increased to 15 before the new crop.—Fort Morgan Bean Co.

IDAHO

Moscow, Ida.—Lyman K. Whittier has purchased the former Pacific Coast Elvtr. Co. warehouse.

Payette, Ida.—The feed mill of the Payette Mlg. & Elvtr. Co. was recently destroyed by fire. Loss, \$8,000; insurance, \$4,000.

Grangeville, Ida.—The Cottonwood Elvtr. Co., operated by the Prairie Flour Mills of Lewiston, is constructing a 40x60 ft. warehouse.

Kendrick, Ida.—The Vollmer-Clearwater Co., which lost its 160-bbl. mill, big elvtrs. and warehouse here recently, may rebuild with a small flour and feed mill.

Fenn, Ida.—T. F. Wren has had plans completed for a 60,000-bu. concrete warehouse to take the place of the one burned recently. Construction will not start until next spring. The cost will be about \$22,000.

Pocatello, Ida.—Reopening of the mill of the Pocatello Flour Mills Co. is assured by the Colorado Mlg. & Elvtr. Co. interests which have purchased the plant. The property has been idle because of litigation.

American Falls, Ida.—The Government has purchased the property of the American Falls Mlg. Co., formerly owned by the Northern Grain Co., for \$110,000, covering all equipment and salvage. W. J. Hanson will continue as mgr.

Ferdinand, Ida.—The Ferdinand Grain Co. incorporated; capital stock, \$25,000; incorporators, F. M. Bieker, P. A. Buechler, Frank J. Hayden and Ben Lehmeier. The new company is a re-organization of the Farmers Elvtr. Co., lately dissolved.

Coeur d'Alene, Ida.—Three warehouses belonging to the American Trust Co., together with feed, hay, etc., valued at \$1,300, were destroyed by fire recently. The property of the Fulton Feed Co., which was stored in a warehouse, was also burned. Entire loss, \$10,000, partly covered by insurance.

Lewiston, Ida.—The Mikkelson Warehouse Co., capital stock \$25,000, will conduct a general grain business. Seven other elvtrs. and warehouses operated by it are located at Reubens, Culesac, Sweetwater, Genesee, Uniontown and two at Leon. M. B. Mikkelson is pres. of the company and L. W. Wright, mgr.

ILLINOIS

Cortland, Ill.—The Conlin Elvtr. was slightly damaged by fire Aug. 18.

Murrayville, Ill.—E. W. Bochwitz of Harvel, succeeds J. H. Fuller as mgr. of the Farmers Elvtr.

Jones Switch, Ill.—Slight damage was done by lightning to the elvtr. of W. Ernest Orndorff on Aug. 18.

Trivoli, Ill.—John W. Opie has recently purchased and is operating the mill formerly owned by H. C. Hahn.

Mineral, Ill.—The co-partnership of C. M. Ely and A. W. Boyden & Sons will be dissolved about the first of the year.

LaSalle, Ill.—The warehouse belonging to H. F. Caskey, which was damaged by fire on Aug. 3, has been fully repaired.

Leonard, Ill.—The office of the Farmers' Co-op. Grain Co. was badly damaged by fire. Loss covered by insurance.

Fairgrange, Ill.—Wyeth & Hardin Elvtr. Co. is installing new equipment to replace that destroyed by the fire of July 10.

Kankakee, Ill.—The heads of the Bettendorf Grain Co. are reported to have disappeared recently, following heavy but unprofitable trading in grain.

Decatur, Ill.—J. C. Hight is with the Staley Mfg. Co. as manager of their grain department, but is yet a member of this firm. I am now manager of the elvtr. owned by this firm.—Wm. Hight, Hight & Cline.

Mattoon, Ill.—J. B. Stone, for 20 years prominent in the grain business, died here Sept. 1 following eight months' illness.

Gays, Ill.—The three-story mill building of F. L. Wilson was recently destroyed by fire with a loss of \$6,000; insurance, \$3,500.

Pisgah (Jacksonville P. O.), Ill.—Gus Kilver, former mgr. of the Farmers Elvtr. at Winchester, succeeds Ray Ryan as mgr. of the Pisgah Farmers Elvtr.

Steeleville, Ill.—The engine and boiler room and additional mill construction for the Gilster Mlg. Co. have been completed by the Stevens Engr. & Const. Co.

St. Joseph, Ill.—Emery R. Chase, who has been mgr. of the E. G. Coon elvtr., has taken over the business and will operate under the name of Chase Grain Co.

Mendota, Ill.—C. J. Bader, for 14 years mgr. of the Penrose elvtr., has recently purchased one-third interest in the Neola elvtr., owned by Eckert & Ray, and will act as mgr.

Findlay, Ill.—We have just installed one 20-h. p. and one 25-h. p. motor, and are building a cob burner at our South elvtr.—Thos. F. Klein, mgr., Findlay Grain & Coal Co.

CHICAGO NOTES.

William L. Heptig, a member of the Board of Trade, was killed in an airplane accident Aug. 27.

The 150-ft. chimney of the Union Grain Elvtr. Co., which was left standing among the ruins of the fire of Aug. 25, was dynamited Sept. 2.

Many of the outside members of the Chicago Board of Trade came to the city for Sept. 3rd in order to cast their votes on the new clearing house proposal.

Edward D. McDougal, for many years a director of the Board of Trade, has recently resigned as v. p. of the Armour Grain Co. on account of ill health.

A prominent feature of the convention of the United States Fisheries Ass'n here Sept. 2nd was the address of Sydney Anderson, pres. of the Millers' National Ass'n, in which he dwelt authoritatively on distribution.

The following have recently been admitted to membership in the Board of Trade: Susumu Tsukaguchi of Ft. Worth, W. E. Walker, Harry L. Emmert, Robt. C. King of Midlothian, Tex.; and Robt. P. Clark, Vancouver, B. C. D. R. Collie is an applicant for membership. Recent transfers: G. A. Lauzier, John R. Marfield, and Chas. H. Heath. Applications for transfer: Frank F. Wood, Robt. E. Tearse, and Wm. H. Logan.

Sydney J. Cottingham, pres. of the Rural Grain Co. of Bloomington, Ill., was admitted to membership in the Board of Trade on Sept. 1. The company was organized some time ago but is not expected to function until the stock is sold. Only about one-eighth of the \$100,000 authorized stock has been sold, and the lack of financial backing may have been one of the reasons for the delay in admitting Mr. Cottingham to membership.

A vote of members of the Board of Trade will be taken on a proposition to amend Sec. 3 of Rule XXII, effective Oct. 1, changing the discounts at which spring wheat is deliverable on contract, so that No. 2 northern will go in at a discount of 3c per bushel instead of at contract price. No. 3 northern and No. 3 dark northern are eliminated from the contract grades. This will place those grades in the Chicago market on the same basis as in the Northwest.

Walter Woodruff Keith, a familiar figure in the Chicago grain elvtr. business many years ago, died in Baltimore, Md., Sept. 1. He was born in Chicago July 4, 1869. In 1891 he graduated from Sheffield Scientific School, Yale University. He was married to Frances Brown of Baltimore Oct. 14, 1896. Following graduation he was connected with the wholesale hat business. Then he succeeded to the grain elvtrs. of Keith & Co. upon his father's death. In 1907 he incorporated as Keith Elvtr. Co., of which he was pres. One of his elvtrs., under lease to the Grain Marketing Co., burned down early this year. Mr. Keith belonged to the Chicago, Onwentsia, Saddle and Cycle, and University clubs in Chicago. He had lived in retirement with his brother Edson at Sarasota, Fla., for some years and was 55 years old at the time of his death. His widow, his son, Walter Winchester Keith, and a brother, Edson, have the heartfelt sympathy of hosts of his friends in their bereavement. The body was taken to Chicago for interment in Graceland Cemetery.

The two largest income tax payers in the Chicago district happen to be identified with the grain business. Arthur W. Cutten paid \$540,-500, and James A. Patten, \$425,348.

INDIANA

English, Ind.—The English Mlg. Co. has filed certificate of final dissolution.

Boonville, Ind.—Boonville Mlg. Co. suffered small loss from wind storm.

La Crosse, Ind.—Arndt & Weinkauff have leased the Farmers Elvtr. Co. for one year.

Dundee, Ind.—The roof of Urmston Grain & Seed Co.'s plant was damaged by wind storm.

Perrysville, Ind.—Perrysville Grain Co. suffered small damage to roof due to windstorm Aug. 19.

Grandview, Ind.—The smokestack of the Cadick Mlg. Co. was damaged by wind Aug. 19.

Oxford, Ind.—I am now mgr. of the Oxford Grain Co.—Ray Roberts. [E. A. Benedict was his predecessor.]

Gilman (Alexandria p. o.), Ind.—Ralph Jackson has succeeded J. M. Morgan as mgr. of the Farmers Co-op. Co.'s elvtr.

Logansport, Ind.—The local branch of the Federated Cereal Mills of America has installed a large number of buckwheat flour machines.

Mexico, Ind.—The Mexico Elvtr. & Live Stock Co. is installing a large capacity motor-driven Gruendler Feed Grinder furnished by H. Louis Silver.

Foresman, Ind.—I am still mgr. for the firm of Lyons, Rich & Light, grain dealers, and am in the feed business on my own account.—Chas. Russell.

Winchester, Ind.—Kendall-Goodrich Co. incorporated; \$20,000 capital stock; operate grain elvtr.; directors, Baxter McBane and P. E. Goodrich.

Jasper, Ind.—We are incorporated under the name of Jasper Roller Mills, Inc., with a capital stock, \$20,000.—C. M. Keller, mgr., Jasper Roller Mills, Inc.

La Crosse, Ind.—We have bought the elvtr. known as the Chatterton & Son Elvtr., and are now in possession of same.—T. E. Frantz, mgr., La Crosse Grain & Coal Co.

Laketon, Ind.—The property of the Laketon Farmers Elvtr., which company went into the hands of a receiver, Geo. C. Baker, a few weeks ago, has been appraised at \$31,575.

Terre Haute, Ind.—The Chicago Title & Trust Co., trustee for the bankrupt American Hominy Co., has transferred the company's property to Paul Kuhn, local grain dealer, for \$15,-500.

Kentland, Ind.—The Harlan Grain Co. incorporated; has capitalized \$75,000 capital stock; directors, James C. Harlan, Richard Carton, James A. Harlan, Bert Dickson and Edward Brown.

Osgood, Ind.—The directors of the Farmers Mill & Elvtr. Co. will receive sealed bids up to 12 o'clock Sept. 19 for the sale of its flour mill and elvtr. and the real estate, consisting of two acres of land, all located in Osgood, Ind.

Seymour, Ind.—The Farmers Co-op. Elvtr. Co. has made a number of improvements in its plant recently, among which are the installation of a big feed grinder, a new seed cleaner, a new boiler, and the rebuilding of the engine. Geo. Breitfield is mgr. of the elvtr. and retail department.

IOWA

Kennebec, Ia.—Mail sent to Ropes & Gray has been returned unclaimed.

Monona, Ia.—Gilchrist & Co. are no longer engaged in business at this station.

Alta, Ia.—The Farmers Elvtr. Co. will install a new feed mill in its elvtr. this fall.

Erickson (Boone p. o.), Ia.—The dissolution of the Farmers Elvtr. Co. is reported.

Emmetsburg, Ia.—Arthur K. Emrich is to operate under the name of Emrich Grain Co.

Appleton, Ia.—The Farmers Elvtr. Co. has purchased the elvtr. of the H. Dreyer, Jr., estate.

Plymouth, Ia.—Warren Geer has taken over the management of the North Iowa Fuel, Feed & Grain Co.

Mondamin, Ia.—The Farmers Co-op. will remodel its elvtr. and install a truck scale and truck dump.

Bridgewater, Ia.—Ed. Sulgrove has succeeded Arthur Louk as mgr. of the Farmers Co-op. Elvtr. Co. here.

Jewell, Ia.—Chas. Glaman's elvtr. was recently destroyed by fire. He will temporarily discontinue handling grain.

Zion City (Spaulding p. o.), Ia.—The elvtr. here, built in 1914 by Sumner White of Orient, has been torn down.—X.

Le Mars, Ia.—The Plymouth Mills, after being closed on account of damage done by fire, are again handling grain.

Belmond, Ia.—The Farmers Elvtr. has purchased the J. N. Johnson elvtr. and also the Palsville elvtr. Geo. Elder is mgr. of the company.

Gilman, Ia.—N. S. Beale & Son, successors to W. H. & N. S. Beale, will enlarge their plant later to 50,000 bu. capacity.—N. S. Beale & Son, Tama, Ia.

Ireton, Ia.—The Farmers Co-op. Elvtr. Co. is building a new feed grinding mill as an addition to its elvtr. and will install the most up-to-date machinery.

Arthur, Ia.—A new 30x150 double crib is being constructed by the Shotwell Popcorn Co. managed by J. C. Nickelsen. The elvtr. at Ord, Neb., has been sold.

Highview (Webster City p. o.), Ia.—Highview Farmers Grain Co. increased capital stock from \$10,000 to \$25,000. Organizers: F. L. Schweppe, James A. Yungelas.

Lewis, Ia.—Officers and directors of the Farmers Elvtr. Co-op. Co. have started action in the district court to force payment from forty or fifty stockholders of \$15,000 deficit.

LeMars, Ia.—Francis Devaney will use the elvtr., formerly operated by Moore Bros., proprietors of LeMars Grain Co., to operate the Devaney Feed & Grinding industry.

Andover, Ia.—The elvtr. and two carloads of new oats of the Farmers Grain & Seed Co. burned Aug. 14 at 7 p. m. Insurance on building, \$6,000. The house will be rebuilt.

Pocahontas, Ia.—R. J. Benke, who has been our mgr. at Pocahontas for just a month, died recently after an illness of a week.—Chas. C. Davis, Davis Bros. & Potter, Ft. Dodge.

Ames, Ia.—L. E. Munsinger is operating the L. E. Munsinger cash grain brokerage business following his withdrawal from the Ames Grain & Coal Co., of which company J. M. Munsinger is still mgr.

Lone Tree, Ia.—Walter Hollenbeck, mgr. of the Lone Tree Farmers Union Exchange's elvtr., was instantly killed last month by a fall of 60 ft., caused by the breaking of the rope when he stepped into the manlift to descend from the top of the elvtr.

Oakville, Ia.—The M. B. & S. has not been in operation since June 13, 1924. When in operation it served elvtrs. at Grandview, Huron and Kingston. Since the burning of the elvtr. here on the M. B. & S. in 1917, this has been the only elvtr. in this town.—C. A. Johnson, Oakville Grain Co.

Des Moines, Ia.—The concrete elvtr. of the Iowa Corn Products Co. has been sold at public auction to satisfy a mortgage of \$110,000 held by a co-operative company which is in the hands of a receiver. The buyer was Reilly C. Adams, trustee in bankruptcy, of the Co-operative League of America.

Cedar Rapids, Ia.—The Wilder-Murrell Grain Co. has succeeded the King-Wilder Grain Co. and the Ray Murrell Grain Co., including the grain business at Cedar Rapids and all country stations operated by them. Steve W. Wilder is pres. and Ray Murrell, v. p. of the new company which is incorporated under the laws of Iowa, capital stock \$180,000. Mr. King had long been out of the business but the firm continued to use his name.

Des Moines, Ia.—O. F. Oleson, former v. p. of Red Star Mlg. Co. of Wichita, Kan., and associates in Kansas City and Des Moines have concluded the purchase of the Falcon Milling Co.'s plant. The mill is of 1,200 bbls. daily capacity, modern, daylight, reinforced concrete and brick construction. The name will be changed to the Red Crown Milling Co. and incorporated under the state laws of Iowa with an authorized capitalization of \$350,000. O. F. Oleson is pres. and treas.

KANSAS

Hamlin, Kan.—Lightning caused a small loss to the elvtr. of Kanel & Miller on Aug. 16.

Wichita, Kan.—E. R. Welch has severed his connections with the J. W. Craig Grain Co.

Langdon, Kan.—Elmer Beaucamp of Arlington has been appointed local mgr. of the Enns Mlg. Co. elvtr.

Cunningham, Kan.—Fire, originating in the coal bin of the Bowersock Mills & Power Co., did slight damage Aug. 20.

Wichita, Kan.—C. R. Winthrop, who has been at the head of the accounting department of the Strong Trading Co., has resigned.

Esbon, Kan.—Herman Schmidt, who was to have been manager of the Esbon Grain & Coal Co., recently organized, has resigned.

Wichita, Kan.—E. H. Bott of the Bott Elvtr. Co., Hayesville and Derby, Kan., has been elected a member of the Board of Trade.

St. Paul, Kan.—W. E. Johnson has resigned as manager of the Farmers Elvtr. Co. He is succeeded by H. A. Bender of Rock, Kan.

Salina, Kan.—The Shellabarger Mill & Elvtr. Co. is installing two carloads of the best machinery in its new cleaning and tempering house.

Bushton, Kan.—Fritz Train of Lindsborg recently installed a motor and remodeled the elvtr. at the mill preparatory to putting it in operation.

Wichita, Kan.—The Wenzel Grain & Feed Co. has temporarily closed its office and will settle with all creditors as soon as collections are made.

Pretty Prairie, Kan.—The elvtr. of the Collingwood Grain Co., which was recently burned, is being rebuilt by the Jones-Hettelsatter Construction Co.

Winfield, Kan.—The Adams Mill & Elvtr. Co.'s property has been purchased by H. E. Grothe of Kansas City who is planning to rebuild the plant.

Wichita, Kan.—The Rickel Grain Corp. announces Price Feuquay, Wichita mgr., is closing its office here and will receive correspondence sent to the Salina, Kan., office.

Scandia, Kan.—Isaacson Bros. have purchased the grain elvtr. business here from C. E. Wyman who bot out his partner, J. J. Smith, July 15. They will take possession Oct. 1.

Herington, Kan.—The Farmers Union Elvtr. has been taken over by the Jobbing Ass'n of the Farmers Union. The stock is being invoiced and the books audited. L. B. Morris is mgr.

Sanford, Kan.—The Sanford Grain & Supply Co. has purchased the S. A. Arnold building and will open a general store Oct. 1 under the management of Geo. W. Kelsey, the present mgr.

Linn, Kan.—H. H. Gausman, formerly mgr. of the Duff Elvtr. at Morrowville, succeeds Fred Slipsager as mgr. of the Farmers Elvtr. plant. Mr. Slipsager has purchased an elvtr. at Ross-ville.

Fredonia, Kan.—H. W. Read was chosen pres. of the Rea-Patterson Mlg. Co.; F. H. Patterson, v. p.; W. G. Rea of Marshall, Mo., sec'y, and W. T. Read, treas. A. T. Ragon is the general manager.

Bushton, Kan.—The Lindsborg Mill & Elvtr. Co., Lindsborg, Kan., has leased the plant of the Bushton Mill & Elvtr. Co. and will operate it as an elvtr. station. R. A. Stehwein will be in charge.

Neosho Valley, Kan.—The interior of the second and third stories of the Neosho Valley Mills Co. plant was burned recently entailing a loss of several thousand dollars. Frank Saunders is owner of the plant.

Scammon, Kan.—The Souder Grain & Produce Co., owned by Chas. A. Souder and H. F. Souder, connected with the Newton Mlg. & Elvtr. Co. for the last 8 years, succeeded the Stauffer & Cammack Co.—H. F. Souder.

Saffordville, Kan.—W. C. Obley, who purchased the interest of G. R. Crook in the Deitrich & Crook grain elvtr., took possession Sept. 1. Mr. Deitrich still retains his interest in the firm which will be known as Deitrich & Obley.

Galena, Kan.—Fire destroyed the H. L. Jaqueth feed mill and contents recently. Loss, \$8,000; insurance, \$5,000. The old Galena Harrow Factory bldg. is being remodeled and covered with corrugated iron by Mr. Jaqueth to replace the burned mill.

KENTUCKY

Burnside, Ky.—Warehouse No. 1 of the Geo. P. Taylor Co. was burned Sept. 3.

Jackson, Ky.—Notice is given of the dissolution of the corporation, Jackson Roller Mills.

Nicholasville, Ky.—The plant of the Jessamine Coal & Feed Co. was totally destroyed by fire.

Harrodsburg, Ky.—William Barnett has been appointed mgr. of the Cogar Grain & Coal Co. to succeed the late E. R. Killehay.

Hartford, Ky.—Fire, caused by the explosion of a blow torch, destroyed the mill and feed store of C. B. Carden & Co. About 4,000 bus. of wheat and 300 bus. of corn were lost. Loss, \$25,000, partially insured.

LOUISIANA

New Orleans, La.—C. J. Morrison and Carl Morrison, officers of the Grain Products Co., were made respondents in an involuntary bankruptcy petition filed Aug. 7 in the federal court here by the Walnut Creek Mlg. Co., Great Bend, Kan., and the Lyons Mlg. Co. The officers are accused of refusing to pay for shipments of wheat which, it is alleged, were sold after delivery and the proceeds of the sale turned over to their wives. The amount involved is \$42,606. The Morrisons also are charged with concealing assets and defrauding creditors, and an audit of the company's books is demanded.

MARYLAND

Baltimore, Md.—The Hax Co., grain and feed merchants, has removed its offices to the Chamber of Commerce Bldg.

Baltimore, Md.—Wm. M. Suter, associated with Dennis & Co., Inc., grain forwarders and commission merchants, has applied for membership in the Chamber of Commerce.

Baltimore, Md.—Colonel John C. Legg, founder of the flour and grain commission firm of John C. Legg & Co., died at his home here on Aug. 16 from heart disease. He was for many years a member of the Chamber of Commerce. The firm name of John C. Legg & Co. has been discontinued and the remaining active men in the concern have taken over the business under the name of Legg & Co.

MICHIGAN

Smith Crossing, Mich.—The Orr Bean & Grain Co. of Midland has opened a buying station for beans.

Fowler, Mich.—John Fink, employed at the Co-operative Elvtr., was severely injured in a fall from a high bin Aug. 14.

Adrian, Mich.—The large hay warehouse owned by the Cutler-Dickinson Co. was completely destroyed by fire Aug. 20; loss on building, \$8,000.

Williamston, Mich.—Williamston Elvtr. Co. has purchased the bean elvtr. of O. D. Corwin whose ill health caused him to sell. Gus Kuehn will be mgr.

Richmond, Mich.—A new two-story feed mill, to be completed early in October, is being erected by A. W. Miller of Detroit. Business will be conducted under the name of Richmond Feed & Grain Co.

Monroe, Mich.—At the recent annual meeting of the stockholders of the Amendt Milling Co., H. Austin Consor was elected pres. The directors were also authorized to sell the mills at Coldwater and Tecumseh and the elvtr. at Trenton if deemed advisable by the board.

Lansing, Mich., Sept. 8.—The directors of the Michigan Hay and Grain Ass'n held their first meeting here today, to formulate association plans for the coming year. The campaign will be started immediately to increase the membership of the association, and district meetings will be held at many points of vantage in the association's territory. The officers are determined to get closer in touch with the local problems of the trade of each district, with the hope of rendering more service to all members.

Wayland, Mich.—The Wayland Feed & Coal Co. has taken over the Wayland Farm Bureau elvtr.

MINNESOTA

Glencoe, Minn.—W. A. Wolf has purchased the Farmers Elvtr.

Evansville, Minn.—Nelson & Lundmark have bought the Farmers Elvtr.

Alden, Minn.—The Seltz Grain & Co.'s elvtr. was badly damaged by fire.

Henderson, Minn.—August D. F. Bosel, pioneer grain dealer, died Aug. 31, aged 85.

Ivanhoe, Minn.—F. J. Feller, of Columbia, S. Dak., will take charge of Geo. P. Sexauer & Son's elvtr.

Fariabault, Minn.—The Independent Grain & Lumber Co. is installing the most up-to-date machinery.

Glenwood, Minn.—Several pieces of new machinery have been installed by the Farmers Elvtr. Co.

Ada, Minn.—The Norman County Farmers Elvtr. Co. has purchased the Equity Co.'s elvtr. and coal sheds.

Fergus Falls, Minn.—The Otter Tail Feed Mill, owned by O. J. Fossen, was destroyed by fire. Loss, \$12,000.

Winona, Minn.—The property of the Bay State Mlg. Co. is being remodeled and additions are being built.

Owatonna, Minn.—The Farmers Co-operative Elvtr. Co. is having a new one-story brick office building constructed.

Ulen, Minn.—The Monarch Elvtr. Co. has purchased the Equity Exchange elvtr. Otto Froemming is the new grain buyer.

St. James, Minn.—H. G. Pederson of Maynard, Minn., will succeed Peter B. Lee as mgr. of the St. James Farmers Grain Co.

Wilton, Minn.—Jos. Hilsdorf has taken over the small elvtr. here, adding machinery necessary for making stock and chicken feed.

Duluth, Minn.—Equipment for the wheat protein inspection laboratory here has been installed and is now ready to serve shippers and the trade interests here.

Duluth, Minn.—New members of the Board of Trade elected: M. H. Anderson, F. P. Heffelfinger, D. J. McCaull. Memberships transferred: Julian Sein, H. S. Macgregor, R. A. Dinsmore.

St. Cloud, Minn.—The old Great Northern mill, recently purchased by the Starbuck Co., will be operated under the management of W. A. Moore as mill supt. New machinery has been installed.

Duluth, Minn.—Board of Trade memberships have been transferred by G. W. Gackle to S. M. Sorenson; Robt. Hanson to Thos. C. McGinnis; J. S. Allen to R. C. Schiller; J. A. Regan to W. L. Lyness of Fessenden, N. Dak.

Heckman (Marshall p. o.), Minn.—The Atlas Elvtr. burned down; will not rebuild. I am operating here with a big engine and blower and my own scales. I am the only buyer here and expect to remain for this season at least.—M. W. Johnson.

Minneapolis, Minn.—Additions to three storage elvtrs. for grain that will add 1,500,000 bus. to Minneapolis' 40,000,000 bu. capacity are under way. The Marquette Elvtr. Co. is virtually doubling its capacity with a new 800,000 bu. elvtr. The Archer-Daniels-Midland Co. is adding 500,000 bu. concrete tanks to its present capacity of 2,000,000 bu. The Interior Malt & Grain Co. with six concrete tanks is adding 250,000 bu. to capacity of its storage plant. Barnett & Record Co., contractors, are doing the building for the two first mentioned firms. In addition to these projects, officers of the Itasca Elvtr. Co., whose Calumet elvtr. was burned recently, are considering rebuilding.

MISSOURI

Gullford, Mo.—The Farmers Elvtr. Co. has incorporated with a capital stock of \$10,000.

Salisbury, Mo.—The Salisbury Milling Co. is repairing the damages to its mill by fire July 25.

Lebanon, Mo.—The Lebanon Produce Exchange has built additions and added a flour mill.

Rushville, Mo.—Fire, originating in the engine room of the A. J. Elvtr. Co., did slight damage.

Drexel, Mo.—The Drexel Elvtr. & Merc. Co. will buy a feed grinder soon and is considering a burr or hammer mill.

Jamesport, Mo.—The Jamesport Farmers Mill & Elvtr. Co. property was sold to A. J. Place at mortgagee's sale Aug. 1. His bid was \$3,900.

St. Louis, Mo.—Henry Lorenz' certificate of membership in the Merchants' Exchange has been surrendered for purchase and cancellation.

Elsberry, Mo.—Michael Henneberger of St. Louis is interested in the erection of a rice mill, which it is expected to have ready for operation next year.

DeWitt, Mo.—S. S. Stevenson, new owner of mill formerly operated by the Goolsby Milling Co., is having new machinery installed and will specialize in grinding feeds.

Charleston, Mo.—R. L. Ward of Caruthersville, bought the Mississippi County Elvtr. Co.'s holdings which include a mill and elvtr. here and elvtrs. at Anniston and Belmont.

Zalma, Mo.—Bollinger County Mlg. Co. incorporated, \$14,000 capital stock. Organizers: A. C. King, Cape Girardeau, Mo.; W. G. Cato, Greenbrier, Mo.; G. D. Lingle, Zalma, Mo.

Chillicothe, Mo.—Scrubby Bros. Grain & Implement Co. is having plans drawn for a new elevator of the latest design to replace the one burned. It is expected that it will be completed by Dec.

St. Louis, Mo.—Claude A. Morton, of C. A. Morton & Co., has been appointed chairman of the rules com'te of the Merchants' Exchange to succeed W. T. Brooking, who resigned. Frank M. McClelland was also appointed a member of the com'te.

Springfield, Mo.—The four-story mill of the Springfield Flour & Feed Co. burned Sept. 5, entailing a loss of \$110,000, part of which is covered with insurance. About 35,000 bus. of wheat, corn, oats, flour and feeds were destroyed. Mr. Tindle, pres. of the company, says the mill will be rebuilt at once.

Canton, Mo.—The warehouse of the Canton Co-op. Ass'n was burned to the ground on the night of Aug. 6. Loss will probably total \$20,000. The warehouse was valued at \$7,500 upon which \$5,000 insurance was carried. The contents were valued at \$12,000 with \$6,000 insurance. A carload of wheat on the tracks was damaged and the warehouse contained 60 tons of hay, soy beans worth \$2,500, and a quantity of commercial feed, farm implements, flour and oil.

St. Louis, Mo.—Wm. D. Orthwein died Aug. 24, aged 84, after having been an invalid for several years. He was responsible for the establishment of the first grain route via water between St. Louis and New Orleans, having been the first to see the practicability of this method of shipping grain in bulk. In 1862 Mr. Orthwein became a member of the grain commission firm of Teanschen & Orthwein, in 1870, of Orthwein & Mersman, in 1879, a partner in the Orthwein Bros. Commission Co., and in 1893 he organized the Wm. D. Orthwein Grain Co., of which he was pres. He was an uncle of Max R. Orthwein and Ralph H. Orthwein, who are in the grain business in Kansas City.

KANSAS CITY LETTER.

J. C. Robb, an independent broker here for many years, has gone to Florida to engage in engineering and building business.

The Kansas State Inspection Dept. has dismissed two of its chemists as a retrenchment measure, the Missouri State Inspection Department having taken over about one-third of the business.

L. H. McLaren, supervisor of official protein laboratories for the Kansas City Board of Trade, has resigned. No successor will be appointed. A Kansas City baking concern has engaged the services of Mr. McLaren.

Washburn-Crosby Co. has begun excavations on a new concrete addition to its mill which will give it added capacity for 4,500 bbls. of flour daily. At present the plant has a capacity of 3,000 bbls. E. P. Mitchell is mgr. of the Kansas City branch.

The 24 reinforced concrete grain storage tanks being built by the Southwestern Mlg. Co., Inc., props. of the Wyandotte Elvtr. Co., are ready to receive grain. The new tanks have a capacity of 750,000 bus. which gives the company a total grain storage of 2,500,000 bus.

Victor T. Faris, a prominent member of the Kansas City Hay Dealers' Ass'n and head of the Faris Hay & Grain Co., died of apoplexy Aug. 27 while on a trip in the interests of the firm. He was 52 years old and had been a hay dealer in Kansas City for about 14 years. Floyd M. Faris, a son, who was associated with the Faris Hay & Grain Co., will continue the business in the Live Stock Exchange Bldg.

MONTANA

Kolin, Mont.—F. B. McCowan will manage the elvtr. of the Judith Mlg. Co. at this station.

Hathaway, Mont.—Arthur J. Palmer has purchased the Hathaway Elvtr. from M. A. Sheesley.

Rosebud, Mont.—Arthur J. Palmer of Cleveland, Ohio, purchased the Rosebud Flour Mill here.

Dunkirk, Mont.—The elvtr. of the Gallatin Valley Mlg. Co. was slightly damaged by wind Aug. 1.

Colstrip, Mont.—The Yellowstone Elvtr. Co. Elvtr. was opened for business Aug. 25. Bill Durham is mgr.

Hobson, Mont.—Truck dumps are being installed by the Judith Mlg. Co., the Equity Co-op. Ass'n, and the H. T. Goodell Elvtr.

Sumatra, Mont.—T. B. Van Horn of Miles City has recently been employed by the Yellowstone Elvtr. Co. to take charge of the elvtr. here.

Scobey, Mont.—The Peerless Farmers Grain Co. incorporated; capital stock, \$50,000; incorporators, Arnold Horgen, H. Jacobson, Carl J. Lien and P. T. Karlsrud.

Medicine Lake, Mont.—P. E. Lindquist has taken up his duties as manager of the Farmers Elvtr. He will make some improvements and will install a new truck dump.

Big Timber, Mont.—The Park County Milling Co.'s elvtr., which was burned last May, is being rebuilt. Mr. J. R. Swift, of Lewistown, has taken over the property, equipping it with up-to-date machinery.

Polson, Mont.—The Polson Farmers' Elvtr., recently purchased by C. M. Mansur of Sunny Slope, was destroyed by fire the night of Aug. 24. The building was partially insured but there was no insurance on the grain stored.

NEBRASKA

Hemingford, Neb.—It is reported that a flour mill will be built here.

Marion, Neb.—We have leased the grain elvtr. to W. R. Redfern of this town.—G. W. Shell.

Cortland, Neb.—Fire, due to lightning, destroyed the Nye-Schneider-Jenks Co. elvtr. on Aug. 16. Loss, \$4,000.

Ogallala, Neb.—The Lefiang Grain Co. has recently had a new truck dump installed by the W. H. Cramer Const. Co.

Bushnell, Neb.—The Lexington Mill & Elvtr. Co. has had a new truck dump installed by the W. H. Cramer Const. Co.

Oshkosh, Neb.—A new truck dump has been installed by the W. H. Cramer Const. Co. for the Lexington Mill & Elvtr. Co.

Bartley, Neb.—The Bartley Equity Exchange is reported to have let a contract to W. C. Bailey Const. Co. for a new elvtr.

Overton, Neb.—We have recently installed a Fairbanks-Morse Automatic Scale and a Gravity Truck Dump in our elvtr. here.—Farmers Elvtr. Co.

Petersburg, Neb.—B. J. Dingwerth has purchased additional shares of the Farmers Elvtr. Co., giving him the controlling interest.

Ceresco, Neb.—I am no longer connected with the Latta Grain Co. and do not know who will have charge of the business.—Gus Johnson.

Turlington, Neb.—The Dunbar Grain Co. of Dunbar, Neb., has recently purchased the Duff Grain Co.'s elvtr. here and now controls two elvtrs. in Turlington.

Stanton, Neb.—Remodeling of the plant of the Stanton Mlg. Co. has been started and it will soon be in operation again, following a shutdown of three years.

Broken Bow, Neb.—The Nye-Schneider-Jenks Co., who operated an elvtr. here under the local management of L. E. Highland, have purchased the F. J. Bahr elvtr.

Alma, Neb.—The elvtr. of the Alma Co-op. Equity Exchange was recently destroyed by fire due to lightning, with a loss of 2,300 bus. of wheat and 300 bus. of corn.

Moorefield, Neb.—The West Elvtr., formerly owned by Van Wickle Grain & Lumber Co., is now being operated under the name of the Nebraska Grain Co., W. R. Cross, mgr.

Ashland, Neb.—E. E. Kuhl has purchased the terminal elvtr. which has been managed by him for several years under lease by the Alber Grain Co.—Will Calder, South Bend, Neb.

Greenwood, Neb.—The Farmers Grain Co.'s plant has been purchased by Rex Peters, mgr. of Farmers Union of this place, and will be known as the Peters Grain Co.—Will Calder, South Bend, Neb.

Omaha, Neb.—John McGrath, supt. of the elvtr. of the Maney Mlg. Co., was wounded by the night watchman Aug. 26. A 0.45 caliber bullet passed thru Mr. McGrath's bowels making 14 perforations.

David City, Neb.—The Imperial Mills Co. will be reorganized, the mill improved, and the capacity increased. E. D. Keeling, mgr., will continue to act for the new owners, stockholders of a bank in York.

Pawnee City, Neb.—We have purchased from James Lower, pres. of the First Nat'l Bk. of Washington, Kan., the Pawnee City, Violet, Armour and Burchard plants, formerly operated by the Brown Elvtr. Co.—Potts-Small Grain Co.

Wilcox, Neb.—The Wilcox Grain Co. has bought the Duff Grain Co.'s elvtr. and also the Bruce Elvtr., which latter will be used for storage. Before operating the Duff plant, an electric motor and dust collectors will be installed.

Omaha, Neb.—Scoular-Bishop Grain Co. has purchased and will operate Elvtr. "C" at Council Bluffs, Ia., 125,000 bus. capacity, formerly operated by Merriam-Millard Grain Co. and leased several months ago to Flanley Grain Co. The supt. now in charge will be retained.

Armour, Neb.—We have bought the grain elvtr. formerly owned by John Dobbs, located on right-of-way of N. W. R. R., and are moving the building to the Burlington to replace the one there that we have torn down. Will make up-to-date elvtr.—Potts-Small Grain Co., Pawnee City, Neb.

Falls City, Neb.—The Falls City Mlg. Co., which was recently incorporated, is now doing business under the management of L. N. Buising, who was for 11 years with the R. A. Heacock mill whose property was purchased by the new corporation. Evan Stumbo will be in charge of the office and Mr. Whitaker in active charge as mill mgr.

NEW ENGLAND

Damariscotta, Me.—The Newcastle Lumber & Grain Co., capital stock \$200,000. Geo. D. Pastorius of Newcastle is pres.

Brunswick, Me.—The Gilpin Corporation incorporated, capital stock \$200,000, to operate general grist mill business. Stanton G. Smith, pres., Norman G. Smith, treas.

Boston, Mass.—Robert W. Sawyer, grain broker, representative of J. J. Badenoch & Co. of Chicago for several years and treas. of the Boston Flour & Grain Club, has retired from business.

Boston, Mass.—R. N. MacDonald, formerly with the A. S. MacDonald Commission Co., dealing in feeds and grain, has severed his connections with that company and started a grain and feed jobbing business of his own.

Bangor, Me.—C. L. Burrill is now mgr. of our firm, succeeding Wm. S. Cole.—C. L. Burrill, A. R. Hopkins Co.

Boston, Mass.—Oscar L. Johnson, who has been in the grain jobbing business here, is moving to Florida to engage in the real estate business.

Rutland, Vt.—The fall meeting of the Vermont Grain Dealers Ass'n will be held Oct. 22 and 23. It is expected that a number of new members will be admitted at this meeting, and questions of hauling grain and hay will be given special attention.—S.

NEW YORK

Buffalo, N. Y.—The Marine Elvtr. Co. will erect a new office building adjoining its storage bins.

New York, N. Y.—Charles M. Kennedy of Charles Kennedy & Co., has been elected to membership in the Produce Exchange.

Batavia, N. Y.—The general produce business of Louis C. Case has been purchased by the Batavia Product Co., incorporated to handle hay, grain and all farm products. Roy J. Wigton is mgr. of the company.

Buffalo, N. Y.—Plans have been filed with the city building bureau for the addition of four concrete grain storage tanks to the Evans elvtr. at an estimated cost of \$45,000. The tanks will have a capacity of 54,000 bus. each, giving the elvtr. a total capacity of 550,000 bus.

Buffalo, N. Y.—Two laborers were killed and a third painfully injured on Aug. 29 at the new elvtr. of the Saskatchewan Co-op. Elvtr. Co., Ltd., now under construction, when a platform on top of one of the 85-ft. concrete bins plunged with the men to the bottom of the bin.

Albion, N. Y.—At a meeting of creditors of the Associated Flour Mills Co., held before Referee in Bankruptcy Judson, Chas. W. Gray was appointed trustee. Schedules of liabilities show debts of \$38,050, including unsecured claims of \$21,000. Assets estimated: \$10,000 in personal property and real estate nominally worth \$44,000.

NORTH DAKOTA

Bowdon, N. D.—Andrews Grain Co. is out of business.

Wahpeton, N. D.—The local elvtr. is again open for business with Ed. Foss as mgr.

Stanley, N. D.—The Stanley County Co-op. Assn. is making repairs and improvements on its plant.

Belfield, N. D.—Axel Erickson and A. L. Beaudin have purchased the Independent Elvtr. house.

Southham, N. D.—The Woodworth Elvtr. Co. has opened its elvtr. and coal sheds and installed Emil Steinke as mgr.

Jamestown, N. D.—Geo. A. Miller of Sibley will be in charge of the C. D. Nupen elvtr. which is nearing completion.

Sheyenne, N. D.—At the annual meeting of the Sheyenne Elvtr. Co. last month the building of a new elvtr. was discussed.

Scranton, N. D.—H. E. McKennet, who resigned as mgr. of the Scranton Equity Elvtr., has purchased another elvtr. at this place.

Wishek, N. D.—Carl Saylor, having resigned his position in the Doyle Elvtr., has accepted one in the Union Elvtr., owned by J. S. Wishek.

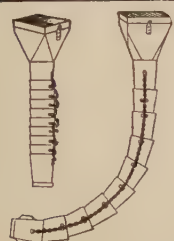
Beulah, N. D.—Lewis Kruger, associated with the Farmers' Co-op. Elvtr. here for the past 12 years, has purchased an elvtr. in Riceville, Minn.

Sanborn, N. D.—Geo. Buttery, of Minot, succeeds Mike Conway as mgr. of the Woodworth Elvtr. Mr. Conway has accepted a position in Valley City.

Northwood, N. D.—The Kellogg Commission Co. of Minneapolis has purchased the mill property of the John Miller Co. and remodeled it. C. S. Adair is mgr.

Fairmount, N. D.—Alton Theede, who owns and operates an elvtr. at Sonora, has purchased the old O. Woodward elvtr. Theodore Lien is grain buyer.

Park River, N. D.—H. H. Egar has purchased the mill site and is making plans for an up-to-date elvtr. to be built by the Younglove Const. Co. of Sioux City, Ia.



Loading Spouts

Grain Spouting

Immediate Shipment

American Machinery & Supply Co.
Omaha, Nebr.

Howe Scales

Kewanee Dumps

McVile, N. D.—The M. F. Swanston elvtr. has been rebuilt and is again in operation following its destruction by fire two months ago. John Swanston is mgr.

Bowman, N. D.—The elvtr. managed by N. B. Davis was destroyed by fire together with 1,280 bus. of oats, 442 bus. barley, 538 bus. flax, and 233 bus. of wheat. Loss covered by insurance.

Sanish, N. Dak.—J. C. Folven of Watford will have the management of a newly incorporated company when it opens for business next season under the name of the Farmers' Independent Elvtr. Co. of Sanish.

Cando, N. D.—The elvtr. of the Cando Mill & Elvtr. Co. has been repaired, new machinery installed and the office building remodeled. The Farmers' Elvtr. Co. has also installed new machinery and made other repairs on its elvtr.

Sentinel Butte, N. D.—Under the firm name of A. L. Martin Grain Co. the elvtr. known as the Hart-Robinson was opened for business last month. Harold Holthe, for several years second man at the Farmers' Elvtr. here, is mgr.

St. Thomas, N. D.—James Whelan, prominent local independent grain dealer for over 40 years, died recently after a two-year illness. Mr. Whelan is survived by two sons who have been associated in business with their father for several years.

Lemert (Cathay p. o.), N. D.—The Lemert Grain Co. is having plans drawn for a larger and more modern elvtr. to replace the one destroyed by a fire caused by gasoline explosion. Only \$12,000 insurance was carried on the elvtr. but the grain burned was fully insured.

Carrington (Cathay p. o.), N. D.—The Lemert Grain Co. is having plans drawn for a larger and more modern elvtr. to replace the one destroyed by fire caused by gasoline explosion. Only \$12,000 insurance was carried on the elvtr. but the grain burned was fully insured.

OHIO

Jackson Center, O.—Lightning slightly damaged the elvtr. of the Buckland Mlg. Co.

Williamstown, O.—Conrad Dyer of Dola is the new mgr. of the Williamstown Farmers Elvtr. Dawn, O.—The Dawn Grain & Supply Co. is the successor to William P. Hiegel.—C. S. S. Ferguson.

Belmore, O.—Geo. Dull of Deshler will build a 10,000-bu. elvtr. to replace the one burned here some years ago.

Malta, O.—The Morgan County Farmers' Elvtr. Co. is planning to erect a new frame building 48x55 ft.

Urbana, O.—The Cereal By-Products Co. of St. Louis has purchased the city mill from W. A. Woodward who will retire.

Ravenna, O.—Fire totally destroyed the warehouse of the J. F. Babcock Mlg. Co. and slightly damaged the adjoining mill.

Perryville, O.—O. C. Jones has taken over the business conducted for the past 29 years by J. F. Jones, whose health is failing.

London, O.—The London Ohio Farmers Exchange has petitioned the Common Pleas Court for a dissolution and sale of property.

Columbus Grove, O.—Twenty-four feet of siding was torn away and the machinery weakened when a freight car on the B. & O. switch jumped the track and plowed into the elvtr. of Eikenbary & Son. Loss is estimated at \$1,500.

West Jefferson, O.—Fire recently destroyed the elvtr. of the West Jefferson Elvtr. Co. together with 1,200 bus. of wheat, 500 bus. of corn, 300 bus. of barley and 5,000 bus. of oats. The building will be rebuilt.

Cincinnati, O.—Roy Pierce, who has been connected with hay interests for several years, has established himself as a receiver and shipper under the name of the Ohio-Indiana Hay Co. with offices in the Sterne Bldg. Mr. Pierce contemplates application for membership in the Grain and Hay Exchange.

Mason, O.—The Mason Mlg. Co., operating an elvtr. and mill, has filed a petition for dissolution, following the suspension of operations. It is a co-operative concern with \$36,400 in stock sold to the farmers. Assets are said to total \$40,000, but there are debts aggregating \$24,000, mostly due to the directors who advanced funds to keep the concern going. The stockholders stand to lose \$20,000 of their investment and the closing was decided upon to prevent further loss to the stockholders.

Fairport Harbor, O.—The Jenkins Elvtr. Co. has recently been organized by N. B. Snively, M. C. Byrnes, H. S. Taylor, N. A. Busse and T. H. Garry.

OKLAHOMA

Ponca City, Okla.—Ponca City Mlg. Co. contemplates erection of flour mill.

Collinsville, Okla.—Fire destroyed the elvtr. of the Middle State Mlg. Co. with a loss of \$7,500.

Norman, Okla.—The Norman Mlg. & Grain Co. has begun enlargement of its ice plant at a cost of about \$50,000.

Bethany, Okla.—The Bethany Gin & Elvtr. Co. recently incorporated by J. M. Bailey, S. D. Rorem, and S. L. Shintoffer.

Delaware, Okla.—A new set of ten-ton platform scales has just been installed at the elvtr. of the Lenapah Grain & Hay Co.

Oklahoma City, Okla.—Paul Jackson has moved the office of his Jackson Grain Co. from the Cotton Exchange Bldg. to the Grain Exchange Bldg.

Cement, Okla.—Our elvtr. has been burned down and do not intend to rebuild this year though there is a possibility of doing so next year.—W. O. Parker Grain Co.

Oklahoma City, Okla.—J. H. Lang, formerly in the grain business in the Grain Exchange Bldg., is now with the Cherokee Grain Co., which has been reopened by Willis G. Sautbine.

Altus, Okla.—The J. T. Gibbons Grain Co. has been taken over by J. M. Smith, Geo. B. Davis and J. S. Wood, and will be known as the Smith Grain & Fuel Co. J. M. Smith will be manager.

Lindsay, Okla.—Instead of rebuilding its elvtr. which recently burned, the Pruitt-Caldwell Grain Co. has erected large galvanized bins for a granary which has been enclosed inside a roof to house grain.

OREGON

Portland, Ore.—Two large grain elvtrs. are being erected by Balfour, Guthrie & Co. at a cost of approximately \$250,000. The elvtr. with a capacity of 10,000 tons will be completed in about sixty days. The smaller one, of 6,000 tons capacity, will be finished in about a month.

PENNSYLVANIA

Philadelphia, Pa.—The grain and feed business of W. P. Brazer & Sons is being liquidated and it is understood that several of the firm's accounts will be taken over by Monroe A. Smith, dealer in millfeeds.

Philadelphia, Pa.—The plans for the new P. & R. Elvtr. at Port Richmond have been accepted and the contract will be let immediately, so that the house will be ready to handle the 1926 crop. It is expected that this will be one of the finest elvtrs. on the Atlantic Seaboard.

Philadelphia, Pa.—Stockholders of the Philadelphia Grain Elvtr. Co., a subsidiary of the Reading Co., have voted to increase the capitalization of the company from \$480,000 to \$1,500,000. They also voted to increase the par value of shares from \$40 to \$50 and to increase the bonded indebtedness to \$3,000,000. This action was for the purpose of financing the new export grain elvtr. which the company plans to build at Port Richmond here.

SOUTH DAKOTA

Waterman, S. D.—The Waterman Elvtr. has been opened by Frank Davis of the Farmers Elvtr.

Dunn Center, S. D.—Dunn Center Flour Mill has been renovated and new machinery installed.

Redfield, S. D.—The Farmers' Elvtr. Co. has installed new machinery and made other repairs in its elvtr.

Marvin, S. D.—The cupola on the elvtr. of the Farmers Elvtr. & Merc. Co. was partly wrecked by a tornado Aug. 31.

Hot Springs, S. D.—Midwest Mlg. Co. contemplates the erection of a three-story building which will treble the capacity.

Summit, S. D.—Both the Farmers Elvtr. Co. and H. A. Sharf & Son have repainted and repaired their elvtrs. and installed new dumps.

Groton, S. D.—The Montana & Dakota Elvtr. Co. now operates L. B. Geisler's elvtr.

Springfield, S. D.—The Farmers Co-operative Elvtr. was destroyed by fire Aug. 22 caused by defective wiring. Loss, \$15,000; insurance, \$9,700.

Castlewood, S. D.—An elvtr. is being built for the Atlas Elvtr. Co. by the T. E. Ibberson Co. on a solid concrete foundation, with a capacity of 35,000 bus.

Canton, S. D.—W. M. Bell Co. of Milwaukee has consolidated offices here formerly conducted at Parker, S. D., and Sheldon, Ia. C. C. Vickerman is mgr.

Holmquist, S. D.—C. C. Dickinson, who has been operating an independent elvtr. here, has moved to Groton, S. Dak., to take charge of the Merchants Elvtr. Co. elvtr.

Winfred, S. D.—L. F. Hartwich has acquired the T. A. Johnson elvtr. which he is having repaired. He has purchased an electric motor which will be installed at once.

Rutland, S. D.—The Rutland Farmers' Elvtr. Co., of which R. O. Wemer is pres., will cover its elvtr. with galvanized iron. The other buildings have recently been painted.

Crooks, S. D.—At the annual meeting of the Crooks Grain Co., held recently, it was decided to add a feed grinding unit to the elvtr. and install a double electric attrition mill. Geo. Crooks is mgr. of the company.

Big Stone City, S. D.—The Farmers Co-op. Elvtr. Co., recently organized, is now open for business. Before operation of the old Equity elvtr. by the new company was started a Fairbanks-Morse 10-ton Dump Scale was installed.

SOUTHEAST

Jacksonville, Fla.—George M. Parker, Sr., pres. of the Wilson & Parker Co., died Aug. 17.

Gaffney, S. C.—The Malcolm-Gaston wheat mill was destroyed by fire. Some insurance was carried.

TENNESSEE

Sevierville, Tenn.—Fire damaged the plant of the Sevierville Grain & Feed Co.

Livingston, Tenn.—Livingston Mlg. Co., owned by L. E. Garrett, has just completed a new three-story flour mill.

Memphis, Tenn.—Charles W. Carver, for about 30 years a local broker, died Aug. 29 after an illness of several weeks.

Memphis, Tenn.—Mississippi County Cotton & Grain Co., incorporated, \$50,000 capital stock. Incorporators: S. W. Overton and H. A. Mathews.

Rutherford, Tenn.—The Rutherford Mlg. Co. incorporated; capital, \$12,000. Incorporators: Broeck Cummings, E. J. Rion, A. L. Thompson, G. R. Rickson.

Johnson City, Tenn.—The plant of the Model Mill Co. has been remodeled and renovated, new machinery installed, and the handling capacity increased. J. B. McMemore is pres.; A. D. Bryan, sales mgr.; C. A. Hall, sec'y-treas., and W. W. Anderson, supt. miller.

Nashville, Tenn.—The Colonial Milling Co. has increased its capital stock from \$50,000 to \$400,000 following the recent purchase of one unit of the old Liberty Mills with a capacity of 2,000 barrels per day, which is now being improved and will soon be ready for operation. The other unit of the Liberty Mills with the same capacity, which was taken over by the Ford Flour Co. and re-equipped with the most modern machinery, is now practically completed. It will be operated under the name of Liberty Milling Co. Mr. H. O. Blackwood, who is also president of the Ford Flour Co. of Nashville, is the president and gen. mgr.

TEXAS

Canyon, Tex.—The Cearley Grain Co. is now owned by A. W. Walker & Sons.

Iredell, Tex.—A windstorm, July 30, did slight damage to building of Farmers Elvtr. Co.

New Braunfels, Tex.—The Landa Mlg. Co. will erect steel storage tanks to cost about \$10,000.

Luling, Tex.—The business house and stocks of the Luling Grain & Feed Co. were damaged by fire and water.

Sherman, Tex.—The new two-story brick and concrete addition to the Fant Mlg. Co. has been completed and is in use.

Fort Worth, Tex.—The Santa Fe Grain Co. incorporated; capital stock, \$15,000; incorporators, Lee Potishman, T. F. West and Carl Maurer.

Friona, Tex.—The Santa Fe Grain Co., which has been operating a country elvtr. for about 12 years, has recently incorporated. The pres. of the company is Carl Maurer.

Vernon, Tex.—Having disposed of our property here to the Vernon Grain & Fuel Co., we are retiring from business. The officers of the new company are W. P. Thomas, mgr.; A. E. Johnson, sec'y-treas.; G. H. Wheeler, ass't mgr. J. S. Sewell, Sewell Grain & Fuel Co.

UTAH

Levan, Utah.—The flour mill of the Levan Mill & Elvtr. Co. has been thoroly repaired.

Salt Lake City, Utah.—The dissolution of the Allred-Beckett Co. became effective about May 1, 1925. The writer, who was mgr. of the Allred-Beckett Co., is operating under the firm name of Louis S. Beckett Co.—Louis S. Beckett.

Salt Lake City, Utah.—The Globe Grain & Mfg. Co. of Los Angeles has purchased the Salt Lake City mill, formerly operated by the Holley Mfg. Co. and more recently owned by the Hylton Flour Mills, Inc., which will retain its other plants, including the one at Ogden. E. R. Alton, Utah mgr. for the Globe company, announces that improvements will be made at once and the mill operated with a capacity of 600 bbls.

WASHINGTON

Monitor, Wash.—A feed store owned by R. A. Brown and K. L. Patrick was destroyed by fire. Insurance, \$10,000.

Reardan, Wash.—The Wash. Grain & Mfg. Co.'s mill here, which has been idle for several years, has been reopened.

Batum (Ruff p. o.), Wash.—The elvtr. of the Milwaukee Grain Elvtr. Co. was slightly damaged from an explosion of gasoline.

Wilbur, Wash.—Frank Stookey has taken over the Puget Sound Grain Co.'s warehouse and will conduct it in connection with his private warehouse.

Tokio, Wash.—Victor C. Sieier, who purchased the warehouses of the Sperry Flour Mills on the Northern Pacific line, has sold the one here to the Ritzville Flour Mills.

Ritzville, Wash.—Victor C. Sieier, who purchased the warehouses of the Sperry Flour Mills on the Northern Pacific line, has sold two of those purchased but will retain the one here.

Keystone, Wash.—Victor C. Sieier, who purchased the warehouses of the Sperry Flour Mills on the Northern Pacific line, has sold the one at this place to the Sprague Flour Mills.

Ritzville, Wash.—The plant of the Ritzville Flouring Mills will shut down for repairs for a couple of weeks before starting on the new run of wheat. The annual capacity of the mill is 300,000 bbls.

Sprague, Wash.—Fire, caused by the explosion of the gas tank of an automobile hit by a train and thrown against the building, destroyed a warehouse of the Seattle Grain Co. recently and killed the driver of the car.

WISCONSIN

Bloomington, Wis.—Albert Beimer is erecting a building here to be used as a feed mill.

Clyman, Wis.—W. L. Coughlin is building an elvtr. and also installing a new feed grinder.

Colby, Wis.—On Sept. 12 the Colby Grist Mill will be sold at auction under the direction of County Judge Geo. J. Leicht to settle the estate of the late August Lukowicz.

La Crosse, Wis.—The City Mills Co. incorporated, capital stock \$25,000, to operate general grain business. Incorporators: Wm. Sessman, J. A. Kletecka, John L. Hass and F. C. Pfafflin.

Janesville, Wis.—Frank H. Blodgett, Inc., will build a monolithic concrete battery of grain bins, 20 ft. in dia., with a 50,000-bu. capacity. The contract has been let to the Polk Genung Polk Co.

Rice Lake, Wis.—Harold Amodt of Deer Park, Wis., has purchased the property of E. Craite & Sons Mfg. Co. The New Richmond Roller Mills, occupying the mill at present, will be represented there by Lloyd Gowan who succeeds C. A. Christofferson.

Oconto, Wis.—Alphonse Pierre, who has been in the grain and brokerage business for more than 30 years, died Aug. 23. He came to Oconto in 1886 where he opened a feed store, later moved to Minneapolis and engaged in the grain business there for two years, then came back to Oconto and opened a new feed establishment in 1893, remaining here until the time of his death. He accomplished the unique feat of moving a grain elvtr. of 15,000 bu. from the city of Green Bay to Oconto, floating it down the bay.

MILWAUKEE LETTER.

Chas. A. Krause Mfg. Co. has built an extension to one of its mills.

The Rialto Elvtr. has been given a general overhauling of all machinery.

P. C. Kamm Co. and Milwaukee-Western Malt Co. have put in new cleaning machinery.

The Mapl-Flake Mills were shut down for a time to permit general repairs to be made.

The Riebs Co. built a new dock at its elvtr. in addition to repair and replacement work.

The Kurth Malting Co. installed a new engine, increasing their power 60%, also a new hopper scale for loading.

The application of the Armour Grain Co. for corporate membership privileges on the Milwaukee exchange has been granted.

Milton D. Marlett has been elected a member of the Milwaukee Chamber of Commerce, and the membership of William A. Zahn has been transferred.

James T. Mallon, a well-known member of the grain trade, will handle the barley and rye for the LaBuddle Feed & Grain Co.'s grain department which is under the management of Carl A. Houlton.

Froedtert Grain & Malting Co. has taken the quarters formerly occupied by L. Bartlett & Son Co. in the Chamber of Commerce. This company has also built a new storage shed for its by-products and installed new cleaning machinery.

WYOMING

Pine Bluff, Wyo.—The Leflang Grain Co. will have some repairs made on its plant here by the W. H. Cramer Const. Co.

Burns, Wyo.—A new truck dump has been installed in the plant of the Farmers Elvtr. & Mfg. Co. by the W. H. Cramer Const. Co.

Adulterations and Misbranding.

Rotan Cotton Oil Mill, Rotan, Tex., was fined \$1,200 and costs by the federal government March 10 for misbranding 300 sacks of cottonseed cake shipped into Colorado because the protein content fell short of the labeled guarantee thereof.

Southland Cotton Oil Co., Corsicana, Tex., misbranded a quantity of cottonseed meal shipped into Kansas, according to the federal authorities. The article was shy in protein and had an excess of fiber. A fine of \$250 was imposed May 20.

Hogan Bros., Kansas City, Mo., shipped 215 sacks of gray shorts into Mississippi adjudged adulterated and misbranded by the federal government on April 7 in ordering the product destroyed because the article was brown shorts instead of gray shorts.

Sweetwater Cotton Oil Co., Hamlin, Tex., shipped a quantity of cottonseed meal into the state of Indiana which was adjudged adulterated and misbranded by the federal government (for a deficiency in protein and an excess of fiber) in imposing a \$50 fine on May 11.

Geo. E. and David W. Light, copartners, trading as the Pilot Point Oil Mill, Pilot Point, Tex., were fined \$10 each on May 18, by the federal government, for having shipped a quantity of cottonseed meal into Kansas which was adjudged misbranded for lack of labeled protein content.

Gonzales Cotton Oil & Mfg. Co., Gonzales, Tex., entered a plea of nolo contendere to the federal charge of having misbranded a quantity of cottonseed cake shipped into Kansas, however \$1,000 fine was imposed April 20. Examination of 25 sacks showed that average net weight of the sacks examined to be 3.5 lbs. light of the labeled guaranteed weight.

Reasonable Charges for Elevator Service.

Shippers to the Kansas City market using the facilities of any of the numerous public elevators are fully protected by the regulations of the Board of Trade governing regular warehouses.

Some hazards, which at other terminals are borne by the owners of the grain properly, are eliminated at Kansas City by blanket insurance against such remote but not improbable losses as those caused by explosion, lightning and tornado, at a very reasonable charge per car or per month in elevator.

The owner ordering grain cleaned can have the salvage retained for sale for his account when desired.

Mixing of grain of others in the regular elevators is positively forbidden by the regulations of the Board of Trade. Following is the regular schedule of charges made by the public elevators.

SCHEDULE OF CHARGES.

For direct transfer, $\frac{1}{2}$ cent per bushel. All grain handled as direct transfer through this elevator is covered by fire, explosion, lightning and tornado insurance, for which a charge of 25c per car will be made.

For receiving and loading, including first ten days' storage, or part thereof, $\frac{3}{4}$ cent per bushel.

For storing after the first ten days, one-thirtieth of 1 cent per bushel for each day.

For cleaning, $\frac{1}{4}$ of 1 cent per bushel. Where special cleaning is necessary, like separating one grain from another, or cleaning one kind of grain out from another kind of grain, or cleaning for official weights, special rates will be given.

When the owner of the grain believes the salvage from cleaning to have a commercial value, he shall notify in writing the elevator handling the grain, requesting an accounting as to quality and quantity before disposition is made thereof.

For clipping, $\frac{1}{2}$ cent per bushel.

For drying, 2 $\frac{1}{2}$ c per bu., not over 18% moisture; 3c per bu., not over 19% moisture; 3 $\frac{1}{2}$ c per bu., not over 20% moisture; 4c per bu., not over 21% moisture; 4 $\frac{1}{2}$ c per bu., not over 23% moisture; 5c per bu., not over 25% moisture. Over 25% moisture, special rate.

For mixing, $\frac{1}{2}$ cent per bushel, but no charge when mixing can be done on one elevation.

For turning of special bin grain, $\frac{1}{2}$ cent per bushel, but no charge to be made without the owner's request for turning.

For unloading bulkhead cars, \$5 per car additional.

For unloading grain from coal cars, \$10 per car additional.

Insurance. All grain stored in this elevator is covered by fire, explosion, lightning and tornado insurance, for which a charge of 40c per month per thousand bushels will be charged. (Fractions of a month to be charged as a full month.)

The elevator reserves the privilege of binning grain with grain of a similar grade and character.

The elevator reserves the right to refuse fire burnt grain or grain unfit for storage.

For unloading sacked grain, 1 cent per bushel extra.

Damage from all other causes shall be at owner's risk.

A New Variety of Wheat.

Several new varieties of grain capable of withstanding both summer and winter climatic variations that often cause famine in Russia, are said to have been produced by the Institute of Applied Botany. The new species also withstand the ravages of pests, according to a conference recently held in the Kremlin, Moscow.

"Cesium III," a new summer wheat, attracted the greatest attention because it will yield double and treble the harvest produced from the best varieties heretofore, when climatic conditions are favorable. It outclasses even American "Marquis." In experiments in progress during the past 2 or 3 years it has been found to be slightly affected by drought but never enough to be a failure. Several thousand acres are now planted to Cesium III to multiply the supply of seed for eventual distribution among the peasantry. The claims as to yield are open to question.

Activities of the Buro of Chemistry.

FROM ADDRESS BY W. J. HUMPHREY, BURO OF CHEMISTRY, U. S. DEPARTMENT OF AGRICULTURE.

[Concluded from page 236 of Aug. 25 number.]

Moisture in oats: A special campaign to break up the practice of adulterating oats, was conducted in the middle west last year. The chief adulterants were added screenings and excessive water. Several car loads of various shippers were seized. Such actions have been the subject of articles in trade papers and no doubt the members of this ass'n are somewhat familiar with that work.

Further, with respect to the addition of moisture to oats, the chief of the Buro of Chemistry issued an announcement during July, 1924, which in effect rescinded the item issued in 1916, which announced that it was not the practice of the department to recommend seizure or prosecution on account of the added moisture in oats, as the result of bleaching unless such added moisture exceeds 1 per cent. This announcement was understood as license for deliberate addition of moisture in this amount to grains, and was withdrawn by the announcement issued during July, 1924. As this has received considerable publicity through trade papers and is a matter in which you are vitally interested, it might not be out of place for me to explain this announcement by the Buro. In rescinding this particular portion of Item 166, the Buro did not prohibit legitimate bleaching of discolored oats, which are properly labeled to show that such bleaching was done. The Buro recognized the possibility that there is some justification for such treatment of oats and it further recognizes that in normal bleaching very small amounts of moisture must be added which may not be entirely removed in the course of the bleaching operations. The amount of moisture so incorporated in properly controlled bleaching is, however, very small and is not to be compared with the quantities which are known to have been deliberately added by certain dealers in oats, who hoped to increase the weight of the oats and thus to sell such water at the price of oats. What I have said with respect to oats would apply equally as well to other grains, such as wheat.

A recent decision of the federal court at Lynchburg, Va., held that the addition of screenings to oats and the sale of the mixture as oats constituted a violation of the Feed and Drugs Act, even though the mixture produced contains no more foreign material than is permitted by the standards for oats, issued under the authority of the Federal Grain Grades Act.

Alfalfa meal: We have also encountered the addition of salt to grains such as oats, without label declaration. There is a considerable amount of alfalfa meal manufactured in the western states. Some of the plants use the entire alfalfa plant while others separate a portion of the leaves and blossoms to make leaf meal, grinding the remaining or fibrous portions as "alfalfa meal." Some cuttings of alfalfa contain large amounts of hay or plants other than alfalfa. This mixture is known in the trade as cheat. One firm shipped to another a lot of alfalfa meal which was found to contain a large percentage of this cheat and the state officials required the product to be sold as a mixture of alfalfa meal and 50 per cent other hay.

We have found some manufacturers mixing feeding tankage with such materials as hoof meal, ground leather, waste gelatine preparations, humus and peat, and selling the mixture as tankage. These materials have little if any feeding value and their presence constitutes an adulteration. Notice of judgment 3542 covers a violation involving the presence of a considerable amount of sand in corn chops.

Controlling imports: The federal law provides for control of importations into this country of all those products subject to the Act. Under such authority the department has rather complete control of shipments. When a shipment is offered for entry, it is brought to the attention of the proper station by the customs officials, if necessary a representative sample is drawn and examined, and if a violation is found the shipment is detained. In large ports like the port of New York, the shipments cannot be held on the steamship wharf pending our examination, and are therefore turned over to the consignees under bond, the provisions being that the collector of customs may demand the return of the goods at any time for violation of the Food and Drugs Act and upon failure to return the goods, action is instituted against the shipper for the value of the goods.

The federal law provides for the exportation of shipments found to be adulterated or misbranded within the meaning of the Act, and destruction of the goods not exported by the importer within the period of 90 days. However, the Buro has recognized that many violations can be corrected and the goods brought into compliance with the provisions of the law. Thus, where a mixed feed is detained because of a protein shortage, this violation can be corrected by relabeling with the correct declara-

tion of protein. The shipment is inspected after the relabeling has been accomplished and is then released. We have had occasion to detain a number of shipments of feeds coming from Canada because of failure to declare net weight and because of an incorrect declaration of protein, fat or fiber. Conditional entry of these shipments has been permitted, relabeling required to bring the goods into compliance with the law.

We also had occasion to detain a number of importations of grain which had become damaged as, for instance, wheat. This grain has been dried to the original moisture content or less, and if it is in suitable condition, its use for feeds has been permitted; altho we have prevented its use for grinding into flour. In some cases the damage is such that the grains are not fit for stock feeds and sale for such use would have constituted fraud on the purchaser. In such cases exportation or destruction of the shipment has been required.

In closing I want to urge you to call our attention to violations and assure you that all such information and its source will be held as confidential by the Buro.

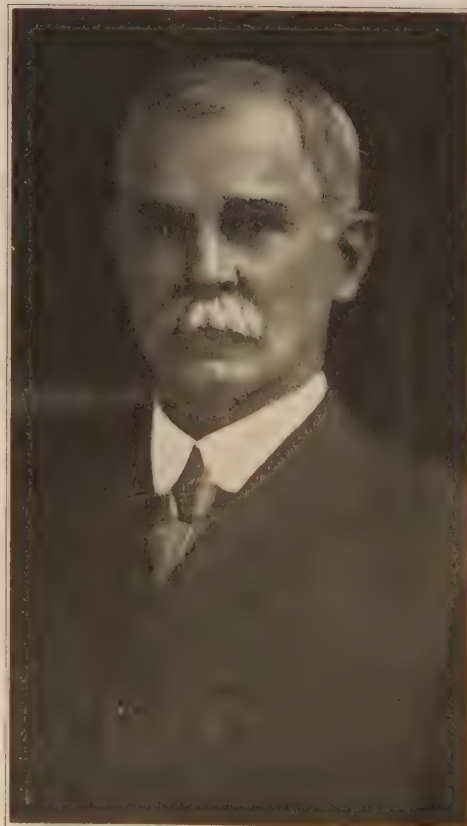
Men of vision in your industry have seen that effective laws such as the Food and Drugs Act would be of great benefit to the industry as well as to the public. As we have gone forward with our regulatory work many have seen and appreciate the beneficial effect to the trade. We expect the co-operation of all forward looking men in your trade, and their sympathetic support to improve conditions. We count on your assistance in making the enforcement of the federal Food and Drugs Act practical, effective and of benefit both in the feed and grain trades and to the public who purchase and use these products.

The Oldest Grain Dealer in Southern Illinois.

The honor of being the oldest grain dealer in southern Illinois goes to William C. Smith of Carmi, who has continuously served since 1882—a period of 43 years.

On July 6 of that year he started to work for North Storms and his brother, Hail, then active grain dealers at Carmi. Gradually he acquired an interest in the business. When North Storms died, Mr. Smith took over the interests of Hail Storms and started running the business alone. That was in September, 1905.

Today, at the age of 70, white haired and venerable, Mr. Smith is still actively engaged in running his 25,000 bu. elevator and carefully serving his customers. He has built up an extensive business and prospered.



William C. Smith, Carmi, Ill., 1882-1925.

Reintroduction of the German Customs Warrant System.

The customs warrant bill before the German government has been passed. New arrangements show a partial return to the before the war period and tariffs have been adopted which are generally the same as those of 1902.

Before the war the use of the customs warrant was general. The dealer was given a certificate to export a certain amount of a specified kind of grain and at the same time was permitted to import the same amount of grain duty free, thru the use of his certificates. Before the war these warrants were usable within 6 months. They also served as negotiable papers for paying import duties on several kinds of goods, such as coffee, herrings and petrol.

The German empire is unable to supply its own grain requirements, even in abundant years, and the fact that the country is divided into two sections, that of the supply in the north and east, and of the demand in the south and west, made the customs warrant system necessary.

The Violent Fluctuations.

These violent fluctuations which have been so frequent during the last year made it very difficult to transact a grain business with any degree of safety. For example: we have had liberal acceptances many mornings when the market would open 2c to 5c lower and after our hedges were all executed on the extreme break, showing us a loss in our cash transactions, the market would advance above the previous night's close within a very short time. At the best, it is a disheartening condition, because a legitimate grain man does not want to speculate, and frequently, when we decide to stand long and wait for the reaction to come, the market goes down another nickel, thereby doubling the loss instead of letting us out.

The miller is really in a worse fix than the grain merchant, inasmuch as his business is such that he cannot work so rapidly as the grain man. The flour buyer is more deliberate and sometimes it takes him several days or a week before he makes up his mind to buy; and when he does his decision is usually based upon an advancing tendency of the market and, consequently, his bookings will usually come in at the most inopportune time for the miller.

Our opinion would be, under normal conditions 1,000,000 bus. of any one grain would be sufficiently large for any one person to trade in speculatively. Hedging, of course, should be unlimited.—Marshall-Hall Grain Co., in *Grain Life*.

[After the speculators had been filled up each to his 1,000,000-bu. limit, who would take on the additional hedging sales?—Ed.]

The bread subsidy of Great Britain, which started operation on Sept. 17, 1917, and ended Mar. 31, 1921, cost that country £162,500,000, according to the 2nd report of the royal commission on wheat supplies.

A barge moving from Buffalo to New York City over the canal recently carried the largest cargo of oats ever taken that way, 50,000 bus. It was accompanied by three other barges, each carrying 30,000 bus. oats, making the total shipment 140,000 bus. Efforts were made to establish a record.

Washington, D. C.—A demand that the Federal Trade Commission continue its investigations into the "bread trust" was issued by Basil H. Manly, director of the People's Legislative Service, Aug. 30. He asserts the bread companies have made unconscionable profits and that the "trust" now being organized would be a menace to the nation.

As Usual

Carter Disc Separators are Specified for Modern Terminal Elevators

The New Chicago & Alton elevator in Kansas City is a recent addition to the long list of terminal elevators using Carter Disc equipment.

This new installation is additional evidence of the fact that no terminal elevator is complete without Carter Disc equipment.

In reclaiming wheat from tailings Carter equipment has proved its ability to effect savings of vital importance to every terminal elevator.

Carter-Mayhew Mfg. Company

611-19th Ave., N. E., Minneapolis, Minn.



Feedstuffs

Dumas, Ark.—The Southern Feed Co. lost a \$2,000 stock of feeds in a recent fire.

Buffalo, N. Y.—The offices of the Quisenberry Feed Mfg. Co. are now located at the mill.

White Plains, N. Y.—Coles Bros. now operate the business of the R. Young Bros. Feed Co.

Titonka, Ia.—Hutchinson Bros. expect to soon begin excavating for their new feed mill building.

Ft. Smith, Ark.—The Ft. Smith Cereal Co.'s mill commenced operations at the beginning of this month.

Frederick, Okla.—Additional seed storage facilities are under construction for the Frederick Cotton Oil Mill.

Davenport, Ia.—W. G. Block Co. recently incorporated to deal in feed, coal, etc.; capital \$250,000; F. O. Block, pres.

Watertown, N. Y.—M. A. Donner is now state representative for the Merinna Sales Co., Memphis cottonseed meal dealers.

St. Louis, Mo.—The newly incorporated Feed Marketing Co. is now operating a feed mill and manufacturing a full line of feeds.

New Richmond, Wis.—The New Richmond Roller Mills Co. has installed a dairy feed unit and a batch mixer. E. H. Sather is in charge.

Delta, Utah.—The Utah Molasses Feed Corp. has just incorporated for \$750,000 by J. A. Christensen, Norman Chandler, H. S. Benedict, and P. L. Ferguson.

Kansas City, Mo.—Next spring we will build 200,000 bus. of concrete grain storage at our 17th and Cookson plant.—Geo. W. Selders, pres. Southard Feed & Milling Co.

Walnut Ridge, Ark.—A site on the switching tracks is now under lease to W. R. Bench, feed dealer, who will erect a warehouse and distributing shed there.—P. J. P.

Portland, Mich.—A cereal mill, to be operated as one of the units of the Federated Cereal Mills, was recently placed in operation by John Rochlitz, feed mill operator here.

Dallas, Tex.—Drouth stricken areas of Texas needing grain sorghums for feedstuffs will be forced to turn to west Texas sections, the only regions said to have a surplus this year.

Buffalo, N. Y.—Clifford Lane has resigned as gen. supt. for the Arcady Farms Mfg. Co., with headquarters at Chicago, and is now buyer in the feed department of the H-O Cereal Co.

Feed Movement in August.

Receipts and shipments at the various markets during August, as compared with August, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Baltimore, lbs.	2,700,000	1,014,000		
Chicago, lbs.	22,365,000	25,346,000	89,874,000	86,763,000
Cincinnati, lbs.	2,340,000	2,280,000		
Milwaukee, lbs.	4,414,000	10,700,000	14,922,000	23,656,000
Minneapolis, lbs.	2,382,000	4,172,000	101,112,000	124,026,000
New York, lbs.	720,000		39,000	
Peoria, lbs.	39,080,000	46,080,000	46,520,000	42,886,000
San Francisco, lbs.	708,000	968,000		
SCREENINGS				
Minneapolis, lbs.	16,198,000	16,242,000	10,096,000	11,916,000

La Crosse, Wis.—The City Mills Co. was incorporated for \$25,000 by Wm. Sassman, J. L. Haas, F. C. Pfafflin and J. A. Kletecka, to deal in grain, seed and hay, and to manufacture feed and flour.

Wilton, Minn.—Joseph Hilsdorf recently took over a small grain elevator here and thru the addition of some modern machinery is now able to operate the properties as a cattle, chicken and hog feed grinding mill.

Florence, Ala.—A feed and flour milling plant costing \$75,000 is to be erected here provided local capital absorbs one-third of this amount of stock, according to the directors of the local Chamber of Commerce.

Nicholasville, Ky.—The Jessamine Coal & Feed Co. suffered \$25,000 fire damage during the latter part of August when their iron-clad frame building was destroyed. The company is composed of John Robins and Edward Clark.

Palmyra, N. Y.—W. S. Farrington is now Buffalo representative for the Keno Feed & Grain Co. of this point, which firm acquired one of the Buffalo warehouses of the General Mfg. Co. in July and installed dairy feed manufacturing equipment therein.

La Crosse, Wis.—Fire severely damaged the feed mill warehouse of A. Grams & Sons on Aug. 25. The loss is covered by insurance. A cigarette carelessly thrown so that a car of straw became ignited, thus giving impetus to the blaze before it penetrated the warehouse walls, is accredited as the cause.

St. Louis, Mo.—Wm. H. Danforth is now a member of the Board of Directors of Washington University here. The choice was made during the spring of the year, but owing to Mr. Danforth's absence while on a tour of the Mediterranean countries, action was withheld until the return of the president of the Ralston Purina Co.

Kansas City, Mo.—The Cereala Corporation has incorporated to buy, sell and deal in grain, feed and cereals; incorporators, Hugh M. Miller, Wm. D. Bush, Edwin H. Pugsley, and H. G. Leedy. The plant of the Atlas Cereal Co. (which was sold Aug. 29 by the trustee in bankruptcy for \$115,050) was purchased, the corporation being formed solely to handle rather than to operate the properties for the creditors, it is understood. The Atlas Cereal Co.'s liabilities totaled \$275,000, however, a 50% dividend is to be given creditors, it is hoped.—P. J. P.

Indianapolis, Ind.—A midnight fire in the old American Hominy Co.'s brick plant, now operated by Knefler & Bates Co., cereal products manufacturers, did between \$50,000 and \$200,000 damage on Aug. 27; covered by insurance. The fire was discovered shortly after midnight by two machinists in a pulverizing vat on the second floor. The blaze spread rapidly over the oil-and-pulverized-grain-dust-covered-floor and the draft thru a shaft running from the basement to the fourth floor fanned the flame so vigorously that 12 fire engine companies were required to check the blaze. Officials of the company said 90% of the damage was caused by water.

New York State Hay and Grain Dealers Ass'n Meet.

Syracuse welcomed the annual meeting of the New York State Hay and Grain Dealers Ass'n this year. The convention was held on the twentieth and twenty-first of August.

Fred G. Horner, president of the Grain Dealers National Ass'n, was among those interesting speakers who enlightened the gathering. H. A. Bascom, president of the National Hay Dealers Ass'n with headquarters at Boston, was another.

During the sessions it was brot out that thousands of small feed dealers are buying small motor trucks without protecting themselves with liability insurance.

Official United States Hay Standards.

The Secretary of Agriculture has promulgated an order making the standards for Timothy, Clover and Grass Hay; Alfalfa and Alfalfa Mixed Hay; Johnson and Johnson Mixed Hay; Prairie Hay, and Mixed Hay, which were recommended by the Bureau of Agricultural Economics on July 1 the official standards of the United States for the inspection of hay, effective Sept. 1, 1925. Mimeographed copies of the standards may be obtained from the Bureau of Agricultural Economics, or from any licensed Federal Hay Inspector.

Sixth Annual Conference of Connecticut Feed Dealers.

The 6th annual conference of Connecticut feed dealers was held Aug. 5-6, at the Connecticut Agricultural college, at Storrs, Conn., in conjunction with the annual Farmers Week. Feed dealers and farmers had opportunities to attend each others' meetings and learn something about the problems with which each must contend.

The com'te arranging the conference was composed of Clifford M. Blatchly, Middletown, chairman; C. G. Wadhams, Torrington; G. W. Thorpe, Cheshire; C. S. Barnum, Danbury.

P. R. Park, Buffalo, in "Reducing Feed Costs," said feed dealers, feed manufacturers and farmers have come to think of feed only in terms of protein content, whereas more minerals, particularly lime and iodine, is needed if costs are to be reduced.

Geo. H. Cooper, Pittsfield, Mass., in "Ethics in Business," firmly declared himself in favor of the Golden Rule. He denounced the practice of having anything but uniform prices, as purchasers discriminated against are lost customers. The successful merchant no longer thrives on sharp practices, but on the consideration of his customers. Local organizations and get-together meetings would do much to improve the situation of the feed dealer.

Walter E. Crittenden, New Haven, in "How Competitors Can Co-operate," denounced the methods, thoughts and conduct of the average feed dealer in connection with his competitors and showed that mutual understanding and discussions would result in mutual benefit. Dealers have too long taken the attitude that their competitors are playing unfairly and taking advantage of them at every opportunity and have been reciprocating in that manner.

Good attendance was also given to the farmers' meetings by the feed men, where discussions of breeding, feeding and alfalfa raising took place.

A study of the organization and management problems of co-operative overhead organizations for farmers' elevators in Minnesota is being directed by Dr. John D. Black, chief of the division of agricultural economics at the Minnesota University Farm, and A. W. McKay, of the Federal Bureau of Agricultural Economics.

Exports of Feedstuffs.

Exports of feedstuffs during July, compared with July, 1924, and for 7 months ending July 31, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	July		7 mos. ending July	
	1925	1924	1925	1924
Cottonseed cake, lbs.	24,208,405	9,501,550	288,130,785	90,752,047
Linseed cake, lbs.	40,880,358	51,823,387	398,566,984	370,610,673
Other oil cake, lbs.	1,714,800	140	14,481,603	892,342
Cottonseed meal, lbs.	15,305,810	834,120	115,452,006	20,042,595
Linseed meal, lbs.	1,787,793	1,703,667	8,857,233	10,100,996
Other oil cake meal, lbs.	14,620	9,895	16,446,628	2,112,734
Bran and middlings, tons.	207	56	2,671	1,242
Screenings, lbs.	297,771	3,785,821	9,993,606	
Other mill feeds, tons.	584	230	12,363	5,523
Prepared feeds, not medicinal, lbs.	2,827,840	1,165,077	20,422,541	11,301,562

Supply Trade

The buyer is more friendly to the house that advertises because he feels that he knows it better.—Class.

Baltimore, Md.—James H. Spencer, pres. of the Spencer Construction Co., prominent in the mill and elevator building field, died at his home in Govans, a suburb here, on Aug. 23. He is survived by his wife and 2 daughters. Interment was at Picton, Ontario, Canada, his birthplace.

Minneapolis, Minn.—In communication with producers, consumers and distributors, the quoting, buying and selling of linseed oil in units of one pound, rather than 7½ lbs., has been almost unanimously favored. The change will go into effect Oct. 1, 1925.—Archer-Daniels-Midland Co.

Minneapolis, Minn.—We have recently shipped the following Carter Disc Separators: Albers Bros. Mfg. Co., Portland, Ore.; Lillie Mill Co., Franklin, Tenn.; Hungarian Flour Mills, Denver, Col.; Colonial Mfg. Co., Nashville, Tenn.; Kurth Malting Co., Milwaukee, Wis.; Natural Food Co., Chicago, Ill.; Krause Mfg. Co., Milwaukee, Wis.; Lawrenceburg Roller Mills, Lawrenceburg, Ind.; Eagle Roller Mills, New Ulm, Minn.; Stanley McMahan Mfg. Co., Sevierville, Tenn.; Buena Vista Mills, Buena Vista, Va.; Parent Company, Union City, Ind.; New Ulm Roller Mills, New Ulm, Minn.; J. C. Barron, Oakesdale, Wash.; Swoope Mfg. Co., Swoope, Va.; Stony Point Mfg. Co., Stony Point, N. C.; Alois Walter, Rohrville, N. D.; Farm. Warehouse Ass'n, Echo, Minn.; Carlyle Farm. Elev. Co., Carlyle, Mont.; Ellendale Equity Union, Ellendale, N. D.; Wabek Farm. Co-Op. Elev., Wabek, N. D.; Farm. Co-Op. Elev. Co., Springbrook, N. D.; Robideaux Grain Co., Parshall, N. D.; Eastern Montana Elev. Co., Glendive, Mont.; Battle Lake Farm. Elev., Battle Lake, Minn.; Reservation Grain Co., Van Hook, N. D.; Equity Elev. & Trading Co., Oberon, N. D.; Klose Farm. Elev. Co., Jamestown, N. D.; Farm. Elevator Co., Miranda, S. D.; Fullerton Eq. Elev. Co., Fullerton, N. D.—Carter Mayhew Mfg. Co.

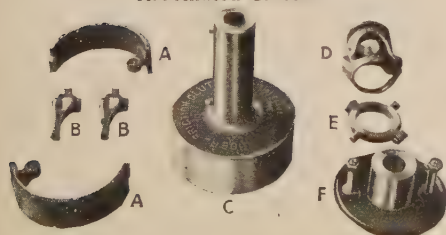
A New Friction Clutch.

A new friction clutch with only 8 parts and safe, positive action has been recently placed on the market by the Wolf Co., long known in the mechanical field dealing with grain elevators, feed and flour mills, et al. It is patented as the Hoerl Friction Clutch.

An outstanding feature is its simple construction.



Assembled Clutch.



Parts of New Friction Clutch.

struction. As shown in the illustration there are only 2 rings, A; 2 levers, B; shell, C; cone, D; collar, E; and plate, F. Engagement of the clutch is effected by sliding the cone along the shaft, forcing the Raybestos covered rings against the inside of the shell rim by means of the levers. It may be engaged slowly or quickly as desired.

The action of the levers and cone pulls the rings away from the shell when the clutch is thrown out, thus insuring positive release.

Great power in action may be developed because the entire friction surface of the clutch is as far removed as possible from the center of the shaft. The absence of any projecting toggles or levers makes it safe. The compact form permits it to be installed and operated in tight locations where shaft space is limited. The absence of floating discs or loose parts of any kind prevents chattering and noise when the clutch is disengaged.

Slight turns on two screws will properly adjust the clutch at all times. Removing a set collar makes all parts readily accessible. The clutch is manufactured as a coupling or with a sleeve for a pulley.

The thousands of Luther Burbank's experimental plants and his formulas and records will eventually pass into the hands of the Stanford University, in California, according to statements made by both the scientist and the University. Thus the financial resources of the University will become available for the perpetuation of Mr. Burbank's work.

Books Received

DISEASES IN ILLINOIS SEED CORN as Found in the Fifth Utility Corn Show, by Benjamin Koehler and N. A. Pettinger, tells about the diseases found in germination records of corn samples submitted to the Fifth Utility Corn Show held at Urbana in January of 1925. Tables are given showing the percentage of kernels infected with various diseases in both yellow and white samples from Northern, Central and Southern Illinois. Characteristics considered in the utility corn show score card are also given. University of Illinois Circular No. 299, Urbana, Ill.

ESTIMATING THE QUALITY OF GRAIN IN BINS, by E. N. Bates, investigator in grain handling for the grain division of the Bureau of Agricultural Economics, is Miscellaneous Circular No. 41 of the United States Department of Agriculture. It is particularly useful to mill and elevator operators, warehouse inspectors and traveling auditors. A chart and instructions are included which eliminates most of the computation necessary when there are no running records of additions and withdrawals. The work is reduced to a few observations and simple addition and multiplication. Quantities of grain in interstice bins are figured as easily as any other. Government Printing Office, Washington; price 5c.

THE WORLD'S WHEAT on Aug. 1st, 1925, by Sir James Wilson, K. C. S. I., is printed as a supplement to Corn Trade News of Aug. 18. In it Sir James Wilson states, "Now that we have reached the end of another cereal season, it may be useful to frame an estimate of the world's present position and prospects as regards wheat, on the basis of such statistics as are available. This report may be read in continuation of my report on 'The World's Wheat in November, 1924.'" Various statistics are given on the exporting prospects of all the countries and on the trend of ocean freights. Variations of rates of exchange are shown. Sir Wilson adds, "At present it seems probable that, unless the future world's weather proves decidedly favorable or decidedly unfavorable, the world's supply of wheat for the coming season will be just a little larger than the world's demand, so that, altho there will no doubt be considerable fluctuations of price according to changes in weather conditions, there is no reason for expecting any great permanent change in the present level of wheat prices."

Reduces Tolls Avoids Expensive Inaccuracies

Pope & Eckhardt Co., prominent Chicago Grain Commission Merchants, commend the Universal Grain Code. This company has used this Toll Saver continuously since its publication. Read the convictions of a user:

Chicago, Dec. 19, 1924.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:

We have used the UNIVERSAL GRAIN CODE extensively since this book was made available to the Trade some years ago. We find it is a Code that can be used much more freely in expressing desired information on orders, purchases, sales, prices and other intimate matters involved in the Grain Trade; therefore, that it demonstrates without further explanation, a saving in cost which we consider a most important item. It is sure that with a much larger number of words, that can be used to give expression to what is desired to communicate with our country patrons that it offers occasionally a few more difficulties to prepare a message, but that is quickly overcome with increased familiarity with the book.

We have found that our customers also use this book extensively and find it convenient and profitable, even if for no other purpose than saving of telegraphic tolls.

We consider it a most useful and desirable book for use in the Grain Trade and the various interests related thereto.

Very truly yours,

POPE & ECKHARDT CO.

EAD-B

When such companies as this place so strong an endorsement on any code, it is conclusive proof that it possesses real merit.

Follow the example of the Pope & Eckhardt Co. and its customers; stop the leaks in your business by using an accurate, toll saving, grain, feed and seeds code.

Printed on rice bond paper, 146 pages, substantially bound in flexible leather, size 7x4½ inches, weight 5 ozs. Price, f. o. b. Chicago, \$3.00. Book paper, board covers, \$1.50.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. supplement No. 2 to tariff No. 1609-G, I. C. C. No. A-1769, effective Oct. 1, cancels supplement No. 1.

A. T. & S. F. supplement No. 1 to tariff No. 5655-A-3, I. C. C. No. 10139, effective Oct. 1, denotes an increase in the application of proportional rates as herein specified under the classification of "Rules and Regulations."

A. T. & S. F. supplement No. 5 to tariff No. 5588-N, I. C. C. No. 10056, effective Oct. 1, designates an increase in proportional rates applying on thru shipments, transit shipments, etc., as herein set forth under classification of "Rules and Regulations."

C. R. I. & P. supplement No. 25 to tariff No. 22000-H and No. 24 to I. C. C. No. C-11168, cancels supplements Nos. 16, 19 and 21, respectively, etc., reduces the rate on wheat, corn, rye, oats, barley and other grains taking same rates, from Chicago, Ill. (on shipments originating beyond), to Peoria, Ill., to 8c cwt., effective Sept. 15.

C. & E. I. supplement No. 10 to tariff No. 610, I. C. C. No. 121, effective Sept. 22, is issued in lieu of supplement No. 9, which was rejected by the I. C. C., and also cancels supplement No. 8. The rate on grain products from Evansville and Mt. Vernon, Ind. (applicable only on shipments originating beyond, or on grain products milled from grain originating beyond) to Crabtree and Indiana, Pa., is herein reduced to 30½¢ and 31½¢ cwt., respectively, effective Sept. 22.

E. B. Boyd, agt., supplement No. 14, Western Trunk Lines Circular No. 11-B, I. C. C. No. A-619, effective Oct. 1, cancels supplement No. 13. Under Item No. 45-A of the rules and regulations covering the "Surrender of and cancellation of freight bills," a reduction is granted on the shipment of mixed feeds, consisting of mixtures or blended products shipped under transit arrangements from elevators, mills, or warehouses at transit point, in that inbound freight bills for any of the transit ingredients may be surrendered subject to qualifying clauses herein.

C. & E. I. supplement No. 11 to tariff No. 60, I. C. C. No. 144, effective Oct. 15, cancels supplement No. 10. Under "Rules Governing Milling and Malting In Transit Privileges On Grain," a rate advance is noted as the result of the elimination of the following clause (which was set forth as being effective Sept. 15 thru the operation of supplement No. 10): "The thru rate to be applied is that applicable on grain products or grain by-products, whichever is higher, from origin or rate basing point to destination." This covers dried spent grain (barley, oats and malt), mash and spent rye mash.

C. R. I. & P. supplement No. 5 to tariff No. 19690-K, I. C. C. No. C-11339, effective Oct. 1, cancels supplements 3 and 4. The rate on mixed carlots is increased (only when shipments are made at owner's risk of mixing) by the assessment of \$5.00 for permitting the installation of bulkheads or partitions (the installation including the cost of the material—and removal of bulkheads or partitions must be done by and at the expense of the owner or shipper). On mixed carloads of seeds and sorghums grain seeds (milo maize or kafir corn), the weight on seeds will apply, providing the weight of the sorghum grain seed does not exceed 33¼% of the total weight of the entire shipment, which is a reduction.

C. R. I. & P. supplement No. 14 to tariff No. 13207-J, I. C. C. No. C-11030, effective Oct. 1, makes an advance on Item No. 7 (the application of proportional rates under the classification of "General Instructions"). On clam, mussel or oyster shells, ground or crushed, a reduction is conceded in the application of corn rates thereto. However, on grain products (as herein qualified), where proportional rates are used and transit is granted at such proportional rate points, the chemical constituents or other non-transit ingredients will be subject to the local (flat, not proportional) carload rate from said transit point on the mixed or blended commodities shipped, etc., which of course constitutes an increase in rate.

C. & E. I. supplement No. 10 to tariff No. 600-A and to I. C. C. No. 165, cancels interstate traffic suspension supplement Nos. 5, and further postpones the effective date (was Apr. 15) on interstate traffic covered by portions of C. & E. I. tariff No. 600-A, I. C. C. 165 (grain, grain products and grain by-products), until Sept. 15 in accordance with I. & S. No. 2385. **C. & E. I.** supplement No. 11 to 600-A and to I. C. C. No. 165, cancels supplements Nos. 9 and 10, respectively, and makes the following rate reductions: on screenings (grain, ground), now included in the term "Grain Products," are entitled to grain rates; on grain to Indianapolis from twenty-four stations in Indiana and on grain products from seventeen points to Indianapolis; on grain products from Evansville and Mt. Vernon, Ind., to eleven stations in Illinois; etc., effective Oct. 1.

C. & A. tariff No. 1620-G (cancels tariff No. 1620-F, I. C. C. No. A-1813 cancels I. C. C. No. A-1625) announces the discontinuance of service on the Muscatine, Burlington & Southern (thereby canceling the rate on articles, except grain, taking wheat, barley, corn, oats and rye rates from Springfield, Ill., and on wheat and corn from Peoria, to Muscatine, Iowa). The following advances are listed: on articles taking wheat, barley, corn, flour, oats and rye rates, except grain, from Alton, Granite City, East St. Louis and Venice, Ill., and St. Louis, Mo., to Fordson, Minneapolis, Minnesota Transfer, St. Paul and Duluth, Minn., and Superior, Wis.; and on corn meal, grits, hominy and rolled oats from Lockport, Ill., to Belle Plaine, Minn., and to Milwaukee, Wis. Reductions are given on corn meal, grits, hominy and rolled oats, from Lockport, Ill., to Fordson, Minneapolis, Minnesota Transfer, and St. Paul, Minn.; effective Oct. 1.

C. & A. supplement No. 17 to No. 2-I and to I. C. C. No. A-1676 cancels supplements Nos. 15 and 16. Switching and other terminal charges, also rules governing absorption of switching, drayage and transfer charges applying at stations on the C. & A., are herein shown, effective Aug. 25. A reduction is noted in the switching charges effective between the Kansas Elvtr. (Kansas City, Mo.) and the Zenith Mfg. Co.'s mill, as well as an advance on grain switched from elevators, mills or grain warehouses on C. & A. tracks at Kansas City to connecting lines at Kansas City, when destined to points within the Kansas City Switching Limits (the charge being 2½¢ cwt. subject to minimum weights of 40,000 lbs. on oats, 80,000 lbs. on wheat and 60,000 lbs. on grains other than oats and wheat). Old Orchard, Shrewsbury, and Southeastern Jct., Mo., are now included in the St. Louis switching district, which corresponds to rate reductions.

C. & E. I. supplement No. 12 to tariff No. 650, I. C. C. No. 70, effective Sept. 25, cancels supplement No. 11. A concession is made under the rules and regulations covering "Less Than Carload Shipments At The Carload Rate," in that where a number of less than carload shipments of grain products, in packages, loaded in one car from one shipper on the same day to the same port, consigned to one or more con-

signees at one or more destinations, will be taken at the carload rates shown in tariff as amended, subject to a minimum charge of 40,000 lbs., at the highest rate applicable on any article contained in the car. Also from Hoopes-ton and Rossville, Ill., the rate on grain and grain products to New Orleans, La., for export to foreign countries, other than Europe, also to the Panama Canal Zone and insular possessions of the United States, the rate is reduced to 29½¢ cwt. A reduction will also become effective on shipments over Route Nos. 29, 47, 54, 60 and 93.

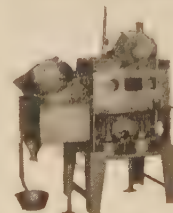
C. R. I. & P. supplement No. 21 to tariff No. 29329-F and to I. C. C. No. C-11214, cancels supplement No. 20, respectively, lists reductions on wheat and wheat flour, and corn from all stations on both the Great Northern and C. St. P. M. & O. and all points of origin and destination when routed via Minneapolis or St. Paul, Minn., and C. R. I. & P., effective Sept. 21. **C. R. I. & P.** supplement No. 22 to tariff No. 29329-F, I. C. C. No. C-11214, effective Oct. 1, cancels supplement No. 21, gives notice of an advance thru the application of proportional rates (as herein qualified); advances the rate on animal, poultry or pigeon feed consisting of mixtures or blended products (and further qualified as herein); advances grain products rates in that where proportional rates are used and transit is granted at such proportional rate points, the chemical constituents or other non-transit ingredients will be subject to the local (flat, not proportional) carload rates from said transit point on the mixed or blended commodities shipped.

C. & A. supplement No. 3 to No. 1574-G and to I. C. C. No. A-1702 gives joint and proportional tariff applying on grain, grain products, seeds, hay and straw, from Kansas City, Mo. (when originating beyond), Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa and Slater, Mo., to Cairo, Ill. (proper or when for beyond), Evansville, Ind. (when for beyond), and Cincinnati, O., Jeffersonville and Lawrenceburg, Ind., and Louisville, Ky. (when for southeastern or Carolina territories), also Mississippi Valley points and stations in Ala., La. and Miss., also Gulf ports and Key West, Fla., when for export, effective Sept. 7. Reductions and additions are herein noted in the rates applying on grain and grain products from Kansas City, Mo. (on traffic originating at points taking group numbers 1 to 18, incl.) over specified routes to Mobile, Ala., New Orleans, Port Chalmette and Westwego, La., when for export to all foreign countries, including insular possessions of the U. S. and Canal Zone of Panama. **C. & A.** supplement No. 4 to tariff No. 1574-G, I. C. C. No. A-1702, effective Oct. 1, cancels supplements Nos. 2 and 3, supplement No. 4 containing all changes, and a few new reductions.

Ill. Cent. supplement No. 49 to 1537-G (published on page 243 of our last number), effective Sept. 12, was rejected by the I. C. C., adjudged unlawful and ordered removed from file. **Ill. Cent.** supplement No. 50 to 1537-G (cancels supplement No. 35, 43, 46 and 49), No. 43 to I. C. C. A-9865 (cancels supplements No. 31, 39 and 42), etc., in connection with rates on grain products from Chicago, Dixon, Dunbar, East Dubuque, Forreston, Freeport, La Salle, Mendota, Pekin and Peoria, Ill. also Dubuque, Iowa, adds the qualifying clause "when originating in Missouri," which constitutes a reduction in rate. Further reductions list are to or from St. Louis and East St. Louis, and to or from Illinois stations on the St. Louis Division (Murphysboro District) of the Ill. Cent. on grain and grain products; from nine Indiana stations on the Indiana Division (Mattoon District), on grain and grain products to Indianapolis; on grain and grain products from Riverton, Merton, or New Lebanon, Ind., to Louisville, Ky., or New Albany, Ind., and intermediate points, when routed via Bloomington, Ind., and C. I. & W.; on stock, poultry and animal feeds to Mt. Vernon, Ill., from Bloomington, Pekin, and Peoria, Ill.; on grain products from Decatur, Ill., to Fairfield and Mt. Vernon, Ill.; on grain and grain products to (column one) Southern Ry.; on grain products taking wheat and corn rates (in Agt. E. B. Boyd's Circular 1-R, I. C. C. No. A-1444), from Milwaukee, Wis., to St. Louis and East St. Louis; and on grain products from St. Louis and E. St. Louis when originating beyond) to 20 stations in Ill.; advances are herein scheduled on barley, corn, oats, rye and wheat (and other grains taking grain rates), from Chicago, Ill., to Aviston, Carlyle, Lebanon, O'Fallon and Trenton, Ill. Effective Sept. 22.

PROFIT

is assured by using correct
Grain Grading Equipment



Official Brown Duval
Moisture Testers
Scales
Sieves
Triers
Mixers
Sample Pans
Accessories

Why Not Electrify Your Moisture Tester?

Our equipment used by the Government Grain Inspection Depts. and thousands of mills and elevators.

Seed Trade Reporting Bureau
1018 So. Wabash Ave.
Chicago, Ill.

Grain Carriers

Fairchild & North-Eastern Ry. Co. has absorbed the Central Wisconsin Ry. Co.

El Paso & Southwestern R. R. Co. is now recognized as absorbed by the Southern Pacific.

Muscatine, Burlington & Southern R. R. Co.'s service is now recognized as being discontinued.

Enid, Okla.—Construction work on the new Rock Island branch line from Billings to Ponca City, Okla., connecting with the line to here, is to begin during the last week of September.—P. J. P.

The Kansas City & Northwestern Railroad has petitioned the I. C. C. for authority to junk its properties. It runs into Nebraska, but has been inoperative for the past 7 years. Difficulties began during the war-period.

Minneapolis, Minn.—If the Goltra fleet of 19 barges and 4 tow boats is, by federal authority, removed from Mississippi River service (which case is pending October trial in the Supreme Court) local shippers here will either build and operate a private fleet or else extend present facilities.

Buffalo, N. Y.—The Welland Canal was the scene of a grain carriers' fleet tieup on Aug. 28-30. Montreal supposedly suffered severely as the result of the congested traffic arriving en masse. The wind was the factor coming to the rescue; the lake level was heightened with a change in its direction.

Freight cars in need of repair on Aug. 15 totaled 195,271 or 8.4% of the number on the line. This was a decrease of 2,010 under the number reported on Aug. 1, at which time there were 197,281 or 8.4%. Freight cars in need of heavy repair on Aug. 15 totaled 151,265 or 6.5%, a decrease of 2,409 compared with Aug. 1.

Vancouver, B. C.—Western wheat exporters will not benefit by the 3c per bushel reduction ordered in grain rates to this terminal a few days ago by the Dominion Board of Railway Commissioners, due to the increase in rates to United Kingdom ports by tramp steamers. The reduction, however, now makes the Crow's Nest Pass rates applicable in both directions.

Minneapolis, Minn.—The Joint Terminal Grain Comite of the Northwest Regional Advisory Board in a statement issued Sept. 2 said: "The grain movement of 1925 is progressing in a satisfactory manner. Both the railroads and the grain trade are organized to handle all matters in connection with the movement in the best possible way." The comite survey and analysis of the crop movement developed that fears of an embargo on grain shipments at this point and Duluth-Superior terminals or at sampling points on northwest roads are groundless for the present, according to P. J. Coleman, chairman of the comite and district manager of the car service division of the American Railway Ass'n.

More revenue freight cars were loaded during the week ending Aug. 29 than ever before for any one week on record, according to reports filed Sept. 8 by the American Railway Ass'n. The week's total was 1,124,436 cars. This exceeded by 12,091 cars, the previous high record for any one week made during the week of Oct. 24, 1924, when 1,112,345 cars were loaded. This also was the third time on record that loadings were in excess of 1,100,000 cars for any week, the other two times having been in October of last year. Total freight loadings for the week of Aug. 29 this year showed an increase of 44,329 cars over the previous week.

Grain and grain products were loaded into 56,684 cars, an increase of 1,481 cars over the week before, but 11,908 cars below the same week last year. It was, however, 2,085 cars above the same week in 1923.

Decided by the Interstate Commerce Commission.

Proposed increase in rates on grain from Mt. Vernon, Ind., to Louisville, Ky., Jeffersonville, Madison and New Albany, Ind., from 11½c to 16½c cwt., were ordered suspended by the I. C. C. Aug. 31.

Oklahoma Millers Ass'n v. A. & V., et al., No. 14,402, affirmed the wheat and flour export rate case No. 12,244, in which the relationship between export wheat and export flour rates was ordered the same as the relationship between domestic wheat and flour rates.

Action with regard to the intrastate rates in Texas, and the interstate rates from the Panhandle to Shreveport, and between points in Texas, was withheld by the I. C. C. in rendering a decision in case No. 12,244, pending action by the Railroad Commission of Texas relative to the former.

Schedules proposing to increase the rates on grain products from Chicago, Joliet, Lockport, and Peoria, Ill., to points in Arkansas on the Mo. Pac. were suspended by the I. C. C. Sept. 4 until Jan. 3. The Mo. Pac. proposed to increase the rate from Chicago to Newport, Ark., from 27 to 32½c.

Proposed Santa Fe grain rate changes from Kansas and Colorado thru Gulf Ports for export (via Kansas City) were held unreasonable by the I. C. C. Sept. 8. Considerable grain for export could have been directed thru Kansas City even tho the Santa Fe route thereto is not direct. Wichita and other terminal grain handlers intervened.

Fargo, N. D.—The North Dakota Farmers' Grain Dealers' Ass'n. and the North Dakota Farm Bureau Federation filed a complaint on Aug. 20 with the Interstate Commerce Commission, asking for a reduction in the grain rates from all North Dakota points to Duluth and the Twin Cities on the ground that these rates are unjust.—P. J. P.

Marshall Mill & Elevator Co. vs. K. C. S. et al., No. 15882, was awarded a finding of undue prejudice in the matter of not granting transit on grain products at Marshall, Texas, while Shreveport, La., and Texarkana, Ark.-Tex., did enjoy this privilege. An edict ordering such undue prejudice removed by Sept. 30 was approved by the Interstate Commerce Commission. The Texas Industrial Traffic League opposed transit at Marshall for fear of widespread abuse of a favorable decision.

Natchez Freight & Traffic Bureau v. Mo. Pac. et al., No. 16164, rates on grain and grain products and cottonseed meal and hulls (less than carloads) from Natchez, Miss., to points on defendant's lines in Louisiana west of the Mississippi River were found unreasonable and unduly prejudicial to Natchez and shippers therefrom and unduly preferential of points in Louisiana west of the Mississippi River and shippers therefrom. Reasonable rates were prescribed and undue prejudice ordered removed.

International Grain Co. v. Northern Pacific, et al., No. 16,466, wheat rates from Minn., Mont., and No. Dak., to Duluth and Superior unrestricted as to routing, were held applicable thru Minneapolis as well as over the direct routes, except where a tariff specifically provided for an additional charge beyond Minneapolis. The Northern Pacific, Soo, and Great Northern, all reach the Duluth-Superior market and also have less direct routes via Minneapolis. The rate published by the three, however, is the same as to Minneapolis. In this case the complainants surrendered inbound billing on shipments billed to Minneapolis and then forwarded the shipment to Duluth-Superior, for which forwarding they were charged 6.5c beyond Minneapolis (disregardless of the fact that the rates to both points are the same and are unrestricted as to routing).

Pushing your own business as well as putting in a good word for other businesses in town, is so obvious in its potentialities that more and more grain dealers (isolated as many of them are forced to be) are adopting the plan, hardly to their own detriment.

Effective Distribution of Box Cars Needed.

In a letter to all railroads analyzing the need of the country for continued effective distribution of box cars to meet the demands for moving the grain crop, and giving specific suggestions regarding the handling of box car equipment, the Car Service Division of the American Railway Ass'n says:

Grain loading to date has progressed satisfactorily with little strain on the box car supply of the country. Winter wheat movement has been considerably below last year, due both to a smaller crop and to more moderate marketing.

It seems reasonably certain that similar conditions will not prevail in the spring wheat movement from the northwestern states now getting under way. The crop will be smaller than last year, but the reduction is comparatively much less than in the case of winter wheat.

Instead of a short local movement in the northwest to lake ports for shipment by water as occurred last year, it is expected that spring wheat, because of milling demand, will be shipped all-rail to all parts of the country, especially to eastern and southern destinations. This will not only greatly lengthen the average haul, requiring more cars, but obviously will scatter the cars of northwestern carriers to other roads, east, south and west.

These conditions applying to wheat, plus a heavy movement of oats, with a large crop of corn to handle a little later, and general traffic on a heavy scale, give decided point to the necessity for continuing an effective distribution of box cars to meet the country's demands.

The railroads seem to be sincerely trying to reduce the number of court battles occasioned thru losses suffered by shippers with goods in transit, and in this worthy endeavor they deserve support.

Rusting together of iron parts such as cylinder heads of engines and the screw threads of pipe fittings makes so much trouble when it becomes necessary to open a joint quickly that wise men use flake graphite in the joint, or Dixon's prepared graphite joint compound.

OAT BLEACHERS

Now is the time to figure on your Oat Bleacher requirements for the coming season. We specialize in Oat Bleachers and can give you prompt service.

THE ELLIS DRIER COMPANY

1223 So. Talman Avenue
CHICAGO

Supreme Court Decisions

Landlord's Share of Crop.—Where landlord leased farm to tenant for a portion of crop raised, he was bound to bear his own loss, when tenant on sale of crop was compelled to accept reduced price, because crop had become damaged by rain.—*Quadro v. Widemann*. District Court of Appeal, California. 237 Pac. 756.

Notice to Carrier of Loss.—Provision in B/L, that action is barred by failure of shipper to make claim for loss within six months after elapse of reasonable time for delivery, cannot be waived by carrier, and though carrier had notice of loss before expiration of such time, it is not estopped from relying upon provision.—*Jenckes Spinning Co. v. New York, N. H. & H. R. Co.* Supreme Court of Rhode Island. 129 Atl. 815.

Arbitration.—Under submission agreement providing that, if arbitrator ceases to act as such, a substitute should be appointed, one of three arbitrators may not prevent other two from making a valid award, and his withdrawal on the threshold of a formal award did not end the authority of the other two to make an award.—*American Eagle Fire Ins. Co. et al. v. New Jersey Ins. Co.* Court of Appeals of New York. 148 N. E. 562.

Proving Corn Covered by Mortgage.—In action for conversion of corn alleged to have been purchased from mortgagor by defendants, where evidence, as to identification of corn purchased, was confusing and contradictory, and direct evidence was available, but was not used, trial court's finding that corn purchased was not covered by mortgage will not be disturbed.—*Moorhead State Bank v. De Cou et al.* Supreme Court of Iowa. 204 N. W. 221.

Rejection of Carload of Hay.—Purchasers could, on discovery of poor quality of hay, reject entire shipment for breach of warranty of quality, and defend on that ground when sued for price. Where purchasers of hay, on unloading car, found that hay inside of car was not of same quality as that near door, on discovering that fact they could reject the portion which was not according to standard, and, when sued for the price, could recoup for breach of warranty of quality.—*Keith et al. v. Fowler*. Supreme Court of Kansas. 273 S. W. 706.

Recourse of Receipt-Holder.—Where grain stored in a public warehouse is converted, the owner of the storage receipts representing such grain has a right of recourse against either or both the warehouseman's bond and the parties to the conversion. Where such owner exercises his right of recourse against the bond, and realizes a part of his claim on account thereof, he cannot exact the whole amount of his original claim from the converter, but is entitled to recover only the excess of his claim above the amount realized from the bond.—*Huetter v. McCaull-Dinsmore Co. et al.* Supreme Court of North Dakota. 204 N. W. 614.

Commission Merchant's Bond.—A consignment to a commission merchant of grain to be stored, the intention being that the consignee shall sell the same when so instructed by the consignor, is a consignment for sale on commission within the protection of the commission merchant's bond required by section 7472, Comp. St. 1922. Obtaining advances upon the consignment without the knowledge and consent of the consignor, within the term of the bond, constitutes a breach of the bond, although the amount of consignor's loss is not discovered nor determined until after such

term.—*Swisher v. Fidelity & Casualty Co. of New York*. Supreme Court of Nebraska. 204 N. W. 383.

Buying from Pool Member Permissible.—Section 27 of chapter 264 of the Laws of 1923, prohibiting third parties to buy or handle products under contract to co-operative marketing associations, infringes the liberty of contract guaranteed by the state and federal Constitutions, and the remedies for violations of the section fall with it. To buy from the true owner a staple wholesome commodity which is not under ban as to quality or use, cannot be made a tort simply because the buyer knows such owner has earlier agreed to sell it to another, and where the buyer has held out no questionable inducement to the seller to breach such earlier contract.—*Minnesota Wheat Growers' Co-op. Marketing Ass'n v. Radke*. Same v. Commander Elevator Co. Supreme Court of Minnesota. 204 N. W. 314.

Crop Mortgage.—Where a senior mortgagee of a wheat crop takes possession of it at harvest time under authority of his chattel mortgage, and harvests, threshes, and hauls the crop to market and sells it, he is entitled to reimbursement out of the proceeds of the sale for his actual and reasonable expenses pertaining thereto, and his claim therefor takes precedence over the rights of a junior mortgagee; and where the senior mortgagee is ready to account to the latter for the balance of the proceeds of the sale of the wheat, after satisfying his senior mortgage claim and his actual, necessary, and reasonable expenses of harvesting, threshing, and hauling the crop to market, he is not liable to the junior mortgagee as for conversion of the wheat crop or of its proceeds.—*Exchange State Bank of Kirwin v. Farmers' State Bank of Kirwin*. Supreme Court of Kansas. 237 Pac. 936.

Rights of Storage Ticket Holders.—Section 3114, Comp. Laws N. D. 1913, provides that grain on hand in an insolvent elevator shall be first applied exclusively to the redemption of outstanding warehouse receipts. Held, to give storage ticket holders a special property in such grain, which attends it on shipment into this state, so that the rights of a general creditor, garnisheeing the proceeds here, are inferior to those of the holders of unredeemed storage tickets. Such a creditor cannot compel the ticket holders to resort first to their remedy on the bond required of the warehouseman by statute for the protection of the owners of stored grain; the obligation of a surety not being a fund or security subject to the process of marshaling; and the remedy itself one not to be used to the detriment of third parties not before the court.—*Healy-Owen-Hartzell Co. v. Merricourt Equity Exch.* Supreme Court of Minnesota. 204 N. W. 527.

Error in Sending Code Causes Suit.

An error of only one letter in transmitting a message in code from the Donahue Stratton Co., of Milwaukee, Wis., to the Burke Grain Co., of Sioux City, has caused a suit for \$162 to be brought against the Western Union Telegraph Co.

The Burke Grain Co. claims the telegraph company wrote the word "cradling" as "crawling." As sent the telegram offered 70¾ cents a bushel for oats, while as received it offered only 69 cents a bushel. This difference caused a loss of \$162.50, it is alleged.

Vigilant care in writing out code messages will help to prevent errors of this character.

Important Facts in the Handling of Grain Claims.

By W. S. BRANDT, RAILROAD CLAIM ATTORNEY.

Shortage claims must be filed in six months from the date the car is unloaded, or such claims are outlawed. Claims for delay in transit do NOT have to be filed within six months; any time within two years from the date the car is unloaded is sufficient.

Sue on your claims that are not paid within two years from the date the car is unloaded. If you follow this simple rule, your claims will never be outlawed through suit not having been filed on them in the proper time limit. Disregard of such rule may cause your claims to become outlawed and worthless.

Have your scales inspected every six months. If you do not have a good automatic hopper, or track scale, get one installed as soon as possible. The loading weight on cars of grain over wagon scales is disapproved by the Interstate Commerce Commission.

Get the difference between your loading weight and the outturn weight on the MAJORITY of your cars down below 500 pounds. You should be able to accomplish such a result if your scales are working as they should work.

Follow the advice in rule preceding and then file a claim on every car that shows a shortage of more than 500 pounds whether the car leaks or not—and a claim on EVERY CAR NO MATTER HOW SMALL THE SHORTAGE if the car has a leak report or bad seal record at destination. The firm that files claims on such clear record cars will reap the harvest eventually, if your scales are working correct. Many railroads are today making settlements on such cars and the remainder will be doing so before many months elapse.

Place the actual weight on the bill of lading not an estimated weight. This will be of untold assistance to your attorney should trial of a suit ever become necessary on any shortage claim.

Don't overload your cars. If you place the actual weight of the overloaded car on the B/L, your rights are then protected. If you overload a car, however, and put in the B/L a weight less than the actual weight in order to get the car accepted, you lose most of your rights to make the railroad reimburse you for any loss in transit.

The amount of your loss in any case is to be computed on the basis of the value of the grain at the time and place of destination. If you sell a car of corn at sixty cents before it is shipped and the car is wrecked and never delivered, the railroad is liable for the number of bushels loaded at the price of destination when the car should have arrived—whether it be fifty-five cents or sixty-five cents, the price at which you had it sold before you shipped it having nothing to do with the matter at all, should the value at destination when the car should have arrived be different.

Reasonable movement for a car of grain is fifty miles per day. As a general rule, when a car of grain is in transit twice the normal time, a claim for loss by delay is good. The grade of the grain may not have changed as a result of the delay, but if the price has dropped during the delay, a claim for any loss resulting thereby can be made good against the railroad. If the grade of the grain has been lowered as a result of the delay, a claim for loss due to that cause can also be filed. The amount of your claim is the difference between what the grain actually sold for and what it would have sold for had it arrived on time and in good condition.

The Grain Trade Ass'n of the San Francisco Chamber of Commerce is circulating a chart showing that under the Volstead Act the number of arrests in 100 cities for intoxication increased from 150,000 in 1920 to more than 300,000 in 1923. It also reduced the farmers market for rye, barley and corn.

Railroad Claims Collected

Send in Claims of every description. No Collection. No Pay.

The Security Adjustment Co., Inc.

332 Builders Exchange Bldg., MINNEAPOLIS, MINN.
References: Any bank, mercantile agency, commission firm or Editor of this publication.

Seeds

Beaver City, Neb.—A seed warehouse is under construction for S. J. Franklin.

Rocky Ford, Colo.—A warehouse is to be erected here by the Great Western Seed Co.

Sherman, Tex.—A 3% dividend was paid Sept. 5 to the creditors of Pittman & Harrison Co.

Rupert, Ida.—The capital stock of the Rupert Seed & Mfg. Co. was just reduced from \$50,000 to \$25,000.

Cincinnati, O.—The capital of the J. Charles McCullough Seed Co. was just increased from \$500,000 to \$800,000.

Buhl, Ida.—The Occidental Seed Co., of Salt Lake City, has taken over the old Globe Mill and J. L. Glow is now in charge.

Mt. Vernon, Wash.—Seed cleaning machinery is being installed in the warehouse recently leased by the Northwest Seed Co.

Twin Falls, Ida.—Work on a one-story frame and steel seed warehouse is soon to be commenced for Darrow Bros. Seed & Supply Co.

Milwaukee, Wis.—Teweles & Karger is the present firm name of L. Karger. The new member of the firm is a former elvtr. operator.

Seedsmen of this country handle only 40% of the field seeds produced, according to Walter C. Pfander in an address before the Southern Seedsmen's Ass'n.

Easton, Mass.—The Easton Seed Co., Inc., has been incorporated to deal in seeds, hay, grain, etc., with capital of \$100,000. The incorporators are William L. Wheeler, Wallace J. Sawyer and Melvin P. Roberts.—S. S.

Eaton Rapids, Mich.—The Abrams-Burt Co.'s mill is to be placed in readiness for the new bumper crop of clover seed and beans. A bean polisher and grader and a buckhorn machine are being installed.

Nashville, Tenn.—The Ellis Fite Seed Co. has been incorporated with a capital stock of \$20,000, to deal in field seeds, feeds and grain; incorporators, E. G. N., and E. Fite, and C. E. and C. T. Williams.

Shenandoah, Ia.—The shipping dept. and the offices of the Henry Field Seed Co. were of late moved into newly enlarged quarters. The new space will permit the handling of ten thousand or more orders daily. Fluid

Imports of Forage Plant Seeds.

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds (in pounds), compared for the two months, July and August of 1924 and 1925:

	1925.	1924.
Alfalfa	38,000	2,728,000
Canada bluegrass	33,100	4,900
Alsike clover	148,800	282,900
Crimson clover	2,783,600	1,907,500
Red clover	28,900	75,000
White clover	273,500	102,900
Clover mixtures	500	.....
Broomcorn millet	.....	31,100
Orchard grass	.....	32,500
Rape	254,700	188,700
English rye grass	181,900	197,500
Italian rye grass	151,000	55,500
Timothy	.....	100
Hairy vetch	1,064,100	317,000
Spring vetch	117,700	109,200
Bent grass	40,700	28,700
Biennial white-flowered sweet clover	63,100	.....
Biennial yellow-flowered sweet clover	43,100	11,000
Crested dog's tail	2,200	8,900
Chewings fescue	312,400	302,200
Other fescues	196,600	104,300
Rescue grass	3,100	.....
Rhodes grass	4,900	2,300
Rough-stalked meadow grass	500	2,200
Carpet grass	4,200	.....
Tall paspalum	.....	4,500

heat is installed, leaving much coal storage room for seed storage.

New York, N. Y.—Benj. Dusenberre has been made manager of the lawn, golf and bird seed department. "Ben" has been connected in the seed trade for over 21 years, starting in the old firm of Jacot & Mullen in 1903. In later years he was connected with H. W. Doughton, Inc.—I. L. Radwaner Seed Co.

Chicago, Ill.—Chicago seedsmen, following the triumph objection filed with the Joint Congressional Com'te on Postal Rates by the Philadelphia Seedsmen earlier this month, asked for the re-establishment of old rates, believing that the increased volume that should result would offset present deficits, whereas under the present rates the volume has noticeably decreased, thus diminishing the income.

A brand of wheat declared to be invulnerable to the attacks of black rust is claimed to be discovered by R. S. McFadden of Webster, S. Dak. The new strain, a cross between the hard red spring wheat and the Emmer or Speltz stem, has successfully repulsed every rust inoculation over a period of six years; these claims are recognized by the U. S. Experiment Station as valid. McFadden's discovery followed 15 years experimentation on his farm.

Costs 48 Cts. to Market Potatoes Thru Pool.

The inefficiency and high costs of pooling operations is again exhibited in the failure of the Minnesota Potato Exchange to account for a deficiency of approximately \$1,725,000 between what was received for the pooled crop and what was paid to the growers.

A statement is credited Ward W. Pickard, treas. of the Federated Fruit & Vegetable

Growers, Inc., which handled the account of the Minnesota Potato Exchange last year, which says:

"While the Exchange received 69c per cwt. for its potatoes, it has paid the growers only about 21c, leaving a balance of 48c to be accounted for. In round figures this means that the Exchange has received nearly \$2,500,000 and has paid to growers only about \$775,000 and it now must account to the growers for the balance, which is \$1,725,000.

"Last season the Exchange had an output of nearly 10,000 cars of potatoes. All but a few hundred cars of seed potatoes were sold through the Federated. They were distributed into 742 markets and brought the Exchange nearly \$2,500,000 net, or an average of about 69c per cwt. for all grades.

"When the Exchange was organized in 1924 it was without funds and without credit. It was on the verge of dissolution before it had even started. To forward the cause of national co-operation, the Federated stepped in and saved the situation by lending the Exchange a sum in excess of \$160,000."

Even with capital behind it the Exchange has been a failure, productive of nothing but dissatisfaction to its members and losses to those who sold thru it.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—
NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

HESS WARMING &
VENTILATING CO.
1207 So. Western Ave.
CHICAGO

Seed Movement in August.

Receipts and shipments of seeds at the various markets during August, as compared with August, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Chicago, bus...	7,000	27,000	4,000	.....
Duluth, bus...	240,693	26,010	370,602	118,604
*Ft. Wm., bus.	66,974	.....	1,084,270	.....
Milwaukee, bus.	12,870	4,290	.....	1,827
Minneapolis, bus.	1,004,440	269,000	232,480	32,840
Montreal, bus.	142,562	49,300	.....	.....
New York, bus.	51,500	266,800	.....	.....
Superior, bus.	136,046	10,292	180,046	26,990
KAFIR AND MILO				
Cincinnati, bus.	4,200	2,800	.....	.....
Kans. City, bus.	182,600	105,600	199,000	185,000
St. Louis, bus.	57,600	26,400	63,600	53,860
Wichita, bus...	9,600	1,200	.....	.....
CLOVER				
Chicago, lbs...	328,000	40,000	108,000	227,000
Milwaukee, lbs.	173,585	42,210	325,595	324,866
New York, bags	600	11,616	512	.....
†Toledo, bags.	176	60	986	78

†Bushels. ‡Alsike included.

TIMOTHY			
Chicago, lbs...	5,933,000	3,698,000	2,677,000
Milwaukee, lbs.	185,340	312,000	103,655
Toledo, bags...	945	41	768

CANE SORGHUMS			
Kans. City, bus.	8,500	10,800	.....
Ft. Worth, cars	70	14	29
			37

*For 4 weeks ending Aug. 28.

Imports and Exports of Seeds.

Imports and exports of seeds for July, compared with July, 1924, and for 7 months ending with July, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		7 mos. ending July	
	July	1924	1925	1924
Alfalfa, lbs....	47,810	1,539,845	1,052,905	6,083,277
Beans, lbs....	4,733,852	6,037,333	55,462,918	39,582,033
Peas, lbs....	758,287	676,805	13,406,123	9,561,107
Clover, lbs....	580,393	423,203	17,647,532	31,067,530
Gr. seeds, lbs....	108,972	174,670	1,603,447	1,216,619
	EXPORTS		7 mos. ending July	
	July	1924	1925	1924
Alfalfa, lbs....	48,690	2,897	154,803	68,852
Beans, bus....	25,267	43,402	247,391	321,429
Peas, bus....	2,445	1,791	28,972	44,156
Clover, lbs....	22,952	3,078	696,164	461,435
Timothy, lbs....	164,032	10,000	9,209,374	9,132,706
Other gr. seeds, lbs....	233,267	178,857	2,789,573	1,253,315

Common Causes of Fire Suggestions for Prevention.

BY H. C. LEE OF THE MUTUAL FIRE PREVENTION BUREAU.

In speaking before the 1925 annual meeting of the Chamber of Commerce of the United States, Stacey W. Wade, Insurance Commissioner of North Carolina, said:

Fire prevention is closely related to fire insurance premium rates. It ought not to be difficult for any policyholder to catch the significance of this fact. The cost of fire insurance resembles a tax, and individual carelessness, leading as it often does to great fire losses, is apt to increase this burden. The individual policyholder, therefore, has a direct pecuniary interest in the work of fire prevention, and can do real fire prevention service in his own interest by first caring for the fire hazards in his own property.

In writing this series of articles it is not so much the purpose to stress the ever present hazard, as to point out the cautions which may be taken, usually very simple ones. No one can deny the fact that our country is the most wasteful on earth along the line of fire loss. The annual fire loss exceeds \$500,000,000.00. Over 15,000 people are burned to death every year in this country. That is one life every 35 minutes, and the most of them from carelessness.

Believing that the elevator and mill owners of this country would be interested in what the principal causes of loss in those classes of property are, and how they may be avoided, we have written the articles which are to follow with that in mind. The figures quoted and the conclusions drawn are taken from our experience during the past 15 years.

Grain elevators, flour mills and their associated warehouses are very susceptible to fire, due to the various hazards of the processes involved and to the types of construction. Even though this is true, the mill or elevator fire is almost always a preventable fire, and ordinarily the prevention consists only of proper care and upkeep.

For 15 years we have been keeping records of fires in flour mills, elevators and associated warehouses. During that time we have listed 65 different causes of fire in such properties. Probably 90% of the fires from those 65 causes were preventable, if ordinary precaution had been taken. Aside from one fire, which was caused by a falling meteor, all of the 4,128 losses we have on our records were prevent-

able in some manner. However, no one could expect to eliminate all fires, but we repeat that with proper attention, 90% of them could have been eliminated.

In the articles which are to follow, you will find a review of each of the principal causes of mill and elevator fires, as well as the precautions which can be taken to prevent them. If there are any subjects discussed, or points brought up on which you want more information, we will be glad to hear from you.

Patents Granted

1,549,742. Car Seal. Louis J. Brune, Sr., New Orleans, La. An M shaped spring member carries parallel arms extending thru the body member. Enlargements carried by the arms engage the chambers.

1,550,125. Weighing Mechanism. Wm. Timson, assignor to W. & T. Avery, Birmingham, Eng. The rotatable weight indicator is freely suspended from the pendulous resistant, the motion of the resistant imparting a rotary motion to the indicator.

1,548,986. Bag Holder. Jerome Donovan, New York, N. Y. A plurality of devices are each adapted to be secured to the bag and detachably adapted to be engaged to a loop supported by the holder.

1,549,395. Automatic Grain Weigher. Arthur C. Van Houweling, Pella, Ia., assignor to Garden City Feeder Co., Pella, Ia. A support has pivoted to it a scale beam supporting a hopper open at its bottom in which are dumping valves operated by weighted arms.

1,549,809. Car Seal. Geo. Sandifer, Moberly, Mo., assignor to Wm. W. Matkin, Moberly. The sealing loop is provided with an integrally formed rectangular housing having an opening in its top of sufficient size to permit the passage of the free ends of the loop. A locking pin enters a perforation in the sealing loop.

1,550,656. Grain Treating Machine. Roy N. Anderson and Harry Y. Anderson, Walla Walla, Wash. A cylindrical drum rotatably mounted in a casing carries paddles and has attached to it a discharge spout positioned to receive the treated grain from the drum.

1,549,850. Car Mover. Samuel C. Baughn, Delta, Mo., assignor of one-half to Edgar G. Hammons, Poplar Bluff, Mo. This mover is explained by the engraving herewith. The fulcrum member has a curved surface disposed between the arms and adapted to rest on the tread of the rail.

1,551,971. Grain Trimming Device. James D. A. Shipton, Vancouver, B. C. The flow of grain as delivered by gravity into the hold of a ship

is accelerated and its direction diverted by passage thru a cylindrical casing having an outlet duct in an approximately horizontal plane. An inlet opening adjacent to the periphery deposits the grain on the outer zone of a rotatable body having radial faces on its outer surface. A shaft turns the rotatable body.

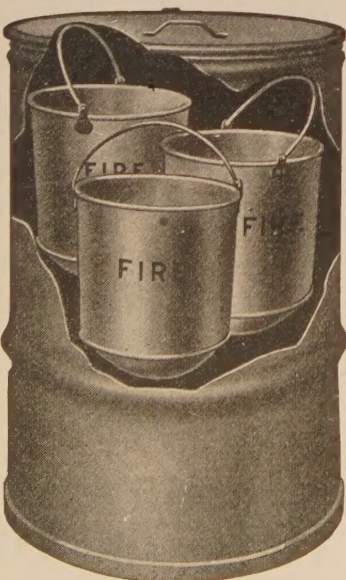
1,550,883. Grain Door. Alfred Copony, Mount Clemens, Mich., assignor of one-sixth to Theodore W. Swift and one-sixth to Leland M. Swift, both of Detroit. The grain door is adapted to form a truss brace for use in freight cars, comprising a plurality of sections hinged to each other at their inner ends, the outer ends of the sections having attached strips adapted to abut against the door post or freight car, and rigidly secured thereto.

1,551,664. Bag Filler. David Hubler, Ganado, Tex. The device includes a hopper formed with a discharge chute, a vertically movable down spout associated with the chute, and formed with an inlet adapted to be brought into and out of registration with the chute, means for elevating and lowering the down spout relative to the chute, a movable sack receiving platform underneath the down spout.

1,552,400. Feed Mixing Machine. Frank Aspden, Ocean Falls, B. C. The machine comprises a mixing chamber having an upper inlet opening and a lower discharge opening, doors for each opening normally closing them, a plurality of equidistantly spaced circumferentially arranged longitudinal blades rotatable within the chamber, each broader at one end than the other, alternate blades being reversely disposed to the other blades with reference to their broad and narrow ends, and means automatically operative to open the respective doors at predetermined intervals in the rotation of the blades.

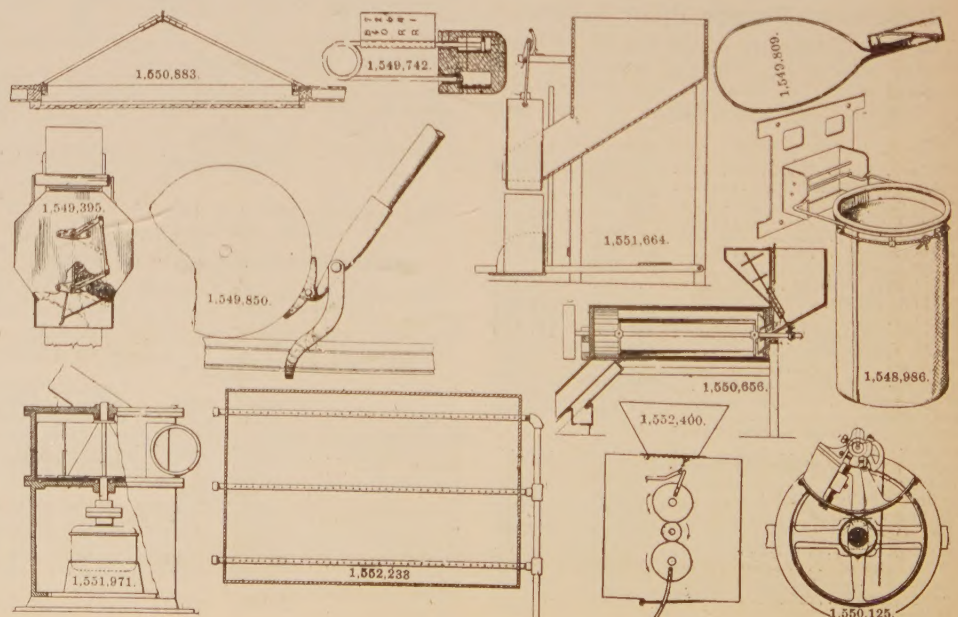
1,552,233. Apparatus for Treating Grain. Leo Rietcheck, Grinnell, Kan. The apparatus comprises a container for the grain, a fluid conducting unit comprising a plurality of pipes of equal lengths arranged in substantially the same horizontal plane and in spaced parallelism, the pipes resting directly upon the bottom of the container and the opposite ends of the pipes extending thru and beyond the adjacent walls of the container to dispose the ends upon the exterior of the container, the extended ends being screw-threaded and portions of the pipes within the container being equipped with a multiplicity of longitudinally and circumferentially spaced apertures through which a grain treating fluid is simultaneously emitted.

Ohio is parceled into thirteen districts for the purposes of Frank H. Tanner, sec'y of the Ohio Millers State Ass'n, who is seeking better co-operation and a further interest stimulant. A chairman will head the activities of each district, which will now become competitive, it is believed. Complete and intensive organization of any trade is dependent upon the local ass'n.



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The men, we mean, who don't fix their roofs in dry weather because they don't need it; and when it is wet, they can't.

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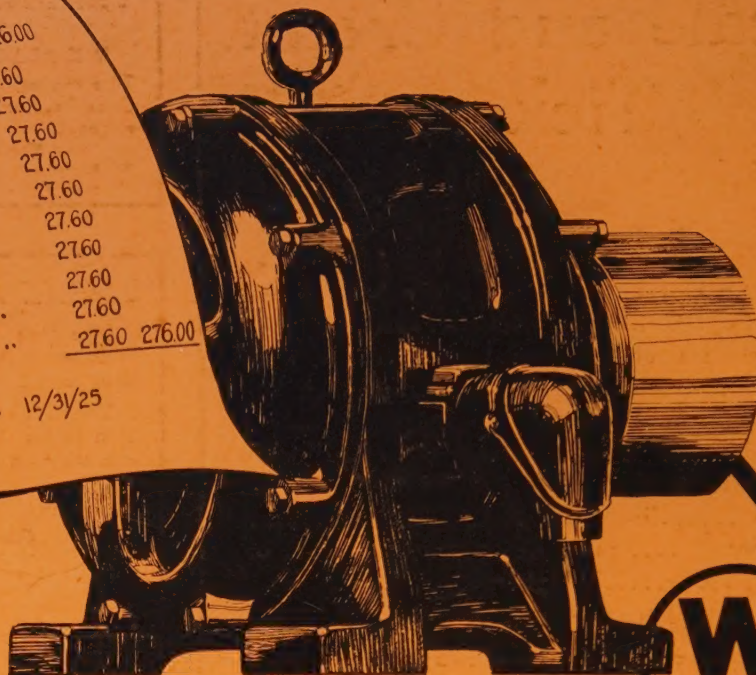
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Jan. 1, 1916	--- Depreciation	\$ 27.60	
Jan. 1, 1917	---	27.60	
Jan. 1, 1918	---	27.60	
Jan. 1, 1919	---	27.60	
Jan. 1, 1920	---	27.60	
Jan. 1, 1921	---	27.60	
Jan. 1, 1922	---	27.60	
Jan. 1, 1923	---	27.60	
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